

RAILWAY RETURNS

FOR

ENGLAND AND WALES,

SCOTLAND,

AND

IRELAND.

For the Year 1899.

Pursuant to the Act 34 & 35 Vict. cap. 78.

WITH SUMMARY TABLES FOR UNITED KINGDOM

For each Year from 1854 to 1899, &c.

Presented to both Houses of Parliament by Command of Her Majesty.



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COMMERCIAL, LABOUR, AND STATISTICAL DEPARTMENT,
BOARD OF TRADE,
Whitehall Gardens, June 1900.

A. E. BATEMAN.

Notes—The following Companies had not made returns at the time of going to press, and the question of proceeding against them has been referred to the Solicitor:—Forest of Dean Central; Gorsefield Junction and Portmadoc; Lumbourn Valley; Lee-on-the-Solent; South Norfolk Light; and Dundee Suburban.
Only partial returns have been received for the Bishop's Castle and Wrexham, Mold and Coasah's Quay Railways, for which undertakings Receivers have been appointed.

In order to exhibit the Traffic of Season Ticket Passengers on a uniform Plan, the Companies were requested to divide the Number of Tickets issued for shorter periods than a Year by the number of such periods in a Year, and to return the result arrived at on the equivalent number of Annual Season Tickets issued. In the case of Companies which have adopted this suggestion the Numbers given are distinguished in the Returns by a Note.

SUMMARY TABLE for UNITED LENGTH of LINES, CAPITAL, PASSENGERS CONVEYED

YEAR.	LENGTH OF LINE OPEN FOR TRAFFIC AT THE END OF EACH YEAR.			CAPITAL AUTHORIZED			CAPITAL PAID UP.					
	Double or more.	Single.	TOTAL.	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.	Guaranteed.	Preferential.	Loans.	Debenture Stock.	TOTAL.
1854	Miles. 8,103	Miles. 1,300	Miles. 9,403	£27,000,000	£5,350,000	£32,350,000	£	£	£	£	£	£
1855	8,103	1,300	9,403	28,000,000	5,450,000	33,450,000						
1856	8,286	1,444	9,730	28,500,000	5,677,100	34,177,100						
1857	8,457	1,502	9,959	29,011,664	5,895,696	34,907,360						
1858	—	—	—	29,244,970	6,004,479	35,249,449						
1859	—	—	—	29,454,151	6,109,170	35,563,321						
1860	8,680	1,745	10,425	29,668,142	6,278,654	35,946,796						
1861	8,895	1,972	10,867	29,880,654	6,458,352	36,339,006						
1862	9,009	2,145	11,154	30,097,499	6,640,501	36,737,999						
1863	9,278	2,302	11,580	30,310,750	6,824,250	37,135,000						
1864	9,495	2,487	11,982	30,524,000	7,010,000	37,534,000						
1865	9,703	2,680	12,383	30,738,250	7,196,750	37,935,000						
1866	9,912	2,875	12,787	30,952,500	7,383,500	38,336,000						
1867	10,121	3,070	13,191	31,166,750	7,570,250	38,737,000						
1868	10,330	3,265	13,595	31,381,000	7,757,000	39,138,000						
1869	10,539	3,460	13,999	31,595,250	7,943,750	39,539,000						
1870	10,748	3,655	14,403	31,809,500	8,130,500	39,940,000						
1871	10,957	3,850	14,807	32,023,750	8,317,250	40,341,000						
1872	11,166	4,045	15,211	32,238,000	8,504,000	40,742,000						
1873	11,375	4,240	15,615	32,452,250	8,690,750	41,143,000						
1874	11,584	4,435	16,019	32,666,500	8,877,500	41,544,000						
1875	11,793	4,630	16,423	32,880,750	9,064,250	41,945,000						
1876	12,002	4,825	16,827	33,095,000	9,251,000	42,346,000						
1877	12,211	5,020	17,231	33,309,250	9,437,750	42,747,000						
1878	12,420	5,215	17,635	33,523,500	9,624,500	43,148,000						
1879	12,629	5,410	18,039	33,737,750	9,811,250	43,549,000						
1880	12,838	5,605	18,443	33,952,000	10,000,000	43,952,000						
1881	13,047	5,800	18,847	34,166,250	10,187,750	44,354,000						
1882	13,256	6,000	19,256	34,380,500	10,375,500	44,756,000						
1883	13,465	6,195	19,660	34,594,750	10,563,250	45,158,000						
1884	13,674	6,390	20,064	34,809,000	10,751,000	45,559,000						
1885	13,883	6,585	20,468	35,023,250	10,938,750	45,962,000						
1886	14,092	6,780	20,872	35,237,500	11,126,500	46,364,000						
1887	14,301	6,975	21,276	35,451,750	11,314,250	46,766,000						
1888	14,510	7,170	21,680	35,666,000	11,502,000	47,168,000						
1889	14,719	7,365	22,084	35,880,250	11,689,750	47,570,000						
1890	14,928	7,560	22,488	36,094,500	11,877,500	47,972,000						
1891	15,137	7,755	22,892	36,308,750	12,065,250	48,374,000						
1892	15,346	7,950	23,296	36,523,000	12,253,000	48,776,000						
1893	15,555	8,145	23,700	36,737,250	12,440,750	49,178,000						
1894	15,764	8,340	24,108	36,951,500	12,628,500	49,580,000						
1895	15,973	8,535	24,512	37,165,750	12,816,250	49,982,000						
1896	16,182	8,730	24,912	37,380,000	13,004,000	50,384,000						

* The authorized capital of several companies, having merely a nominal existence, has been omitted in 1895 and enlarged year.
† Number of miles constructed.

‡ Including 37,500 Capitalized Retentions.

§ See also Table No. 2, A, pp. 54, 55, and 56.

|| There was a large nominal increase in the capital of some companies from the consolidation of stocks.

** Including 50,000 which may be raised by Ordinary Capital or Debenture Stock.

†† For length of line at each gauge see page viii.

KINGDOM in each Year from 1854 to 1899

Gross and NET Receipts, and Working Expenses

[illegible]

[†] Cannot be given for this year, several chapters having omitted to make the necessary reserve.

* The return for the Great Western Railway Company for this year was for eleven months only, the Company having changed the date to which its accounts were made up.

¹ If including 12,794, donated by the South-Eastern Company from the London, Brighton, and South Coast Company.

SCOTLAND, AND IRELAND, FOR THE YEARS 1895 to 1899.

COMPANIES IN ENGLAND AND WALES, classed according to the Rate per Cent. of Dividend Paid, in each 1896, 1897, 1898, and 1899.

ENGLAND AND WALES

REGISTERED			PRESIDENTIAL					RATE per CENT. OF DIVIDEND PAID.
1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	
£	£	£	£	£	£	£	£	Capital of New Companies the Lines of which were in course of construction: No dividend paid.
—	—	—	61,120	62,120	94,660	64,880	71,980	1½ per Cent. paid.
—	—	—	—	—	—	—	—	2½ " "
—	700,000	918,280	66,000	—	—	—	100,000	3 " "
—	—	—	—	—	—	—	—	3½ " "
18,960	180,000	180,000	13,680,610	113,090,877	**13,225,529	9,116,096,313	180,794,886	Capital of Constructed Lines upon which no dividend was paid.
—	—	—	25,000	25,000	25,000	1,943,000	22,500	Dividends paid: Not exceeding 1 per Cent.
80,130	106,180	206,180	230,000	810,360	1,728,467	860,947	2,974,672	Exceeding 1 and not exceeding 2 per Cent.
138,800	16,465,917	15,626,251	3,155,000	5,818,923	26,623,924	77,637,183	81,093,604	" 2 and not exceeding 3 per Cent.
6,621,134	35,812,737	35,811,095	7,843,212,377	141,729,040	226,565,768	180,121,861	56,672,943	" 3 and not exceeding 4 per Cent.
3,226,600	36,365,422	36,367,040	39,300,674	44,845,710	44,267,003	63,684,419	43,628,912	" 4 and not exceeding 5 per Cent.
280,150	2,496,000	3,406,550	1,556,675	1,696,870	1,696,873	1,102,245	1,696,673	" 5 and not exceeding 6 per Cent.
1,380	2,000	—	—	—	—	—	—	" 6 and not exceeding 7 per Cent.
—	—	2,300	5,360	—	—	—	—	" 7 and not exceeding 8 per Cent.
—	—	—	—	8,769	—	—	—	" 8 and not exceeding 9 per Cent.
9,880	50,000	50,000	—	5,760	—	—	5,760	" 9 and not exceeding 10 per Cent.
—	—	—	—	—	5,760	—	—	" 10 per Cent.
473,666	36,145,806	64,626,442	803,252,546	900,263,880	216,529,194	236,420,847	943,306,600	TOTAL ENGLAND AND WALES

* Including 30,000 on which dividend does not accrue till 1904.

† Including 64,500 on which dividend accrued from 1st January 1897, and 329,018 on which dividend accrued from 1st January 1899.

‡ Including 465,452 on which dividend accrued from 1st January 1896; 620,000 on which dividend accrued from 1st January 1897; and 51,000 on which dividend does not accrue till 1904.

§ Including 480,000 on which dividend accrued from 1st January 1899; and 20,000 on which dividend does not accrue till 1904.

|| Including 420,000 on which dividend accrued from 1st July 1896.

SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND

No. 2.—AMOUNT OF ORDINARY, GUARANTEED, AND PREFERENCE STOCK AND SHARE CAPITAL OF RAILWAYS.
Year 1895.

RATE per CENT. of DIVIDEND PAID.	SCOTLAND.						
	ORDINARY.						
	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Capital of New Companies the Lines of which were in course of construction:	£.	£.	£.	£.	£.	£.	£.
No Dividend paid	786,300	783,102	57,491	134,729	348,511	—	—
3 per Cent. paid	—	—	—	98,750	173,970	—	—
4 " " " " " " " "	—	—	—	—	—	—	—
Capital of Constructed Lines upon which no Dividend was paid	*4,655,820	3,975,427	4,404,565	3,191,020	3,635,309	—	—
Dividends paid:							
Not exceeding 1 per cent.	8,368,805	697,537	130,314	4,837,692	13,707,477	—	—
Exceeding 1 and not exceeding 2 per Cent.	1,148,047	22,595,075	13,377,466	16,755,553	23,925,940	—	—
" 2 and not exceeding 3 per Cent.	15,947,814	17,126,361	37,075,133	99,954,972	55,153,839	168,875	10,07
" 3 and not exceeding 4 per Cent.	3,045,132	3,393,122	4,514,392	3,509,630	3,536,620	10,890,186	15,049
" 4 and not exceeding 5 per Cent.	20,899,606	6,570,733	226,000	6,961,308	6,745,715	614,900	9,4*
" 5 and not exceeding 6 per Cent.	280,000	5,581,080	5,042,634	183,899	180,000	116,000	12,0*
" 6 and not exceeding 7 per Cent.	140,000	140,000	140,000	140,899	140,890	—	—
" 7 and not exceeding 8 per Cent.	—	—	—	—	—	—	—
" 8 and not exceeding 9 per Cent.	—	—	—	—	—	—	—
" 9 and not exceeding 10 per Cent.	—	—	—	—	—	—	—
10 per Cent.	—	—	—	—	90,000	—	—
TOTAL SCOTLAND	80,916,968	59,661,617	68,945,993	68,728,242	79,803,082	13,735,075	15,060

* Including 50,000, on which dividend accrued from 31st March 1989.

AND IRELAND FOR THE YEARS 1895 TO 1899—continued.

COMPANIES in SCOTLAND, classed according to the Rate per Cent. of Dividend paid, in each of the
 YRS. 1895, and 1899.

SCOTLAND.								RATE per CENT. of DIVIDEND PAID.
COMPANIES			PROPORTIONAL					
1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	
£	£	£	£	£	£	£	£	
—	—	—	170,000	200,000	—	—	—	Capital of New Companies the terms of which were in course of construction. No Dividend paid.
—	—	—	—	—	—	—	—	3 per Cent. paid.
—	—	—	90,000	—	—	—	—	4 " "
—	—	—	—	—	—	—	—	Capital of Constructed Lines upon which no Dividend was paid.
—	—	—	—	—	4,000	—	3,000	Dividends paid: Not exceeding 1 per Cent.
—	—	—	—	3,000	—	3,000	—	Exceeding 1 and not ex- ceeding 2 per Cent.
—	—	—	1,140,000	1,320,000	1,400,000	1,400,000	1,400,000	" 2 and not ex- ceeding 3 per Cent.
20,000	22,000,100	22,000,100	24,710,000	24,710,000	26,000,100	26,000,100	26,000,100	" 3 and not ex- ceeding 4 per Cent.
60,000	60,000	60,000	9,670,000	9,670,000	9,670,000	9,670,000	9,670,000	" 4 and not ex- ceeding 5 per Cent.
110,000	110,000	110,000	630,000	630,000	630,000	630,000	630,000	" 5 and not ex- ceeding 6 per Cent.
—	—	—	—	—	—	—	—	" 6 and not ex- ceeding 7 per Cent.
—	—	—	—	—	—	—	—	" 7 and not ex- ceeding 8 per Cent.
—	—	—	—	—	—	—	—	" 8 and not ex- ceeding 9 per Cent.
—	—	—	—	—	—	—	—	" 9 and not ex- ceeding 10 per Cent.
—	—	—	—	—	—	—	—	" 10 per Cent.
120,000	12,000,100	12,000,100	48,000,000	48,000,000	44,311,000	46,000,000	46,141,700	TOTAL SCOTLAND.

SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

No. 3.—AMOUNT OF ORDINARY, GUARANTEED, AND PREFERENTIAL STOCK AND SHARE CAPITAL OF RAILWAYS.
1895.

RATE per CUST. of DIVIDEND PAID.	IRELAND						
	ORDINARY					1895.	1896.
	1895.	1896.	1897.	1898.	1899.		
Capital of New Companies the loans of which were in course of construction:	£	£	£	£	£	£	£
No Dividend paid	25,000	25,000	25,000	25,000	25,000	—	—
Capital of Constructed Lines upon which no Dividend was paid	2,104,100	2,338,592	2,362,778	2,421,375	2,660,921	—	—
Dividends paid							
Not exceeding 1 per Cent.	—	790,120	674,674	53,634	110,174	—	—
Exceeding 1 and not exceeding 2 per Cent.	210,380	225,840	22,340	317,000	79,780	—	—
“ 2 and not exceeding 3 per Cent.	1,023,520	298,760	307,280	110,060	322,920	17,000	—
“ 3 and not exceeding 4 per Cent.	48,000	2,418,000	58,760	2,438,700	—	2,120,000	327,000
“ 4 and not exceeding 5 per Cent.	2,097,680	327,680	2,745,480	5,000,720	7,831,320	1,041,975	100,000
“ 5 and not exceeding 6 per Cent.	5,849,607	5,869,487	5,937,908	670,700	622,763	—	—
“ 6 and not exceeding 7 per Cent.	5,520,430	2,774,220	3,591,764	4,990,324	4,603,235	—	—
“ 7 and not exceeding 8 per Cent.	—	—	—	—	—	—	—
“ 8 and not exceeding 9 per Cent.	—	—	—	—	—	—	—
“ 9 and not exceeding 10 per Cent.	350,000	350,000	350,000	350,000	350,000	—	—
TOTAL IRELAND	10,206,416	14,446,510	16,440,924	16,109,920	10,608,621	2,195,861	427,000

IRLAND, FOR THE YEARS 1895 to 1899—continued.

Dividends in Ireland, classed according to the Rate per Cent. of Dividend Paid, in each of the Years 1895-96 and 1899.

IRELAND.								RATE per CENT. of DIVIDEND PAID.
NORTHWESTERN.			PRINCIPAL.					
1895.	1896.	1897.	1895.	1896.	1897.	1898.	1899.	
£	£	£	£	£	£	£	£	Capital of New Companies (the Lines of which were in course of construction)
—	—	—	—	—	—	—	—	No Dividend paid.
—	—	—	252,000	1,452,800	682,510	432,540	420,810	(Capital of Constructed Lines upon which no Dividend was paid.)
—	—	—	—	—	—	—	—	Dividends paid
—	—	—	—	—	—	—	—	Not exceeding 1 per Cent.
—	—	—	—	120,000	—	—	—	(Exceeding 1 and not exceeding 2 per Cent.)
17,000	17,000	17,000	—	170,000	948,330	315,125	222,040	" 2 and not exceeding 3 per Cent.
294,700	2,138,000	2,138,000	5,071,630	6,092,271	6,328,125	5,593,280	6,071,674	" 3 and not exceeding 4 per Cent.
196,180	1,022,180	1,022,515	1,324,894	711,591	1,912,561	1,232,261	1,582,001	" 4 and not exceeding 5 per Cent.
—	—	—	277,830	274,275	274,000	274,000	274,000	" 5 and not exceeding 6 per Cent.
—	—	—	—	—	—	—	—	" 6 and not exceeding 7 per Cent.
—	—	—	—	—	—	—	—	" 7 and not exceeding 8 per Cent.
—	—	—	—	—	—	—	—	" 8 and not exceeding 9 per Cent.
—	—	—	—	—	—	—	—	" 9 and not exceeding 10 per Cent.
326,500	3,251,181	3,167,321	8,181,197	6,322,947	8,353,875	6,828,197	8,452,330	* TOTAL IRELAND.

† Including 40,000, on which dividend accrued from 1st January 1897.

SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND

No. 4.—AMOUNT of ORDINARY, GUARANTEED, and PREFERENTIAL STOCK and SHARE CAPITAL of RAILWAY
the Year 1891

Rate per Cent. of Dividend paid.	UNITED KINGDOM.							
	GROSSAGE.							
	1896.	1897.	1897	1898.	1899.	1900.	1901.	
Capital of New Companies the Lines of which were in course of construction :	£	£	£	£	£	£	£	
No Dividend paid	1,030,897	1,019,793	628,546	699,798	628,023	—	—	
1½ per Cent. paid	—	—	—	—	89,081	—	—	
2½ " " " " " " " " " "	—	—	—	16,800	—	—	—	
8 " " " " " " " " " "	1,946,083	1,767,408	2,316,807	3,070,064	4,158,040	—	—	
20 " " " " " " " " " "	—	—	—	72,650	90,840	—	—	
4 " " " " " " " " " "	—	—	—	—	—	—	—	
Capital of Constructed Lines upon which no Dividend was paid	*44,935,296	245,790,184	243,025,000	248,845,693	262,867,773	165,090	159,090	
Dividends paid : Not exceeding 1 per Cent.	33,795,333	4,820,987	5,125,094	14,088,000	16,773,703	—	—	
Exceeding 1 and not exceeding 2 per Cent.	33,471,845	36,360,068	73,897,534	59,338,263	20,029,467	161,180	161,180	
" 2 and not exceeding 3 per Cent.	29,035,945	36,400,116	64,947,690	69,054,302	79,815,913	1,035,375	1,750,000	
" 3 and not exceeding 4 per Cent.	57,471,619	55,609,597	69,004,244	3163,115,313	89,684,963	50,294,633	61,123,291	
" 4 and not exceeding 5 per Cent.	52,070,875	55,868,454	37,487,827	57,163,680	28,369,028	35,158,826	37,364,751	
" 5 and not exceeding 6 per Cent.	305,466,542	98,726,791	62,742,433	57,481,374	56,764,474	4,121,838	279,104	
" 6 and not exceeding 7 per Cent.	56,980,374	66,318,775	47,631,803	48,038,211	47,235,457	—	—	
" 7 and not exceeding 8 per Cent.	1,096,268	60,343,567	45,595,538	43,335,089	45,198,458	—	—	
" 8 and not exceeding 9 per Cent.	273,808	—	596,606	661,170	1,069,061	—	—	
" 9 and not exceeding 10 per Cent.	1,531,343	1,618,184	750,312	380,690	1,622,420	66,200	66,200	
" 10 per Cent.	—	5,280	489,613	—	40,090	—	—	
Total United Kingdom	384,607,465	593,073,093	490,001,232	639,469,544	446,963,343	306,553,943	161,344,791	

⁹ See note 3, *supra*.

AND IRELAND, FOR THE YEARS 1895 TO 1899—continued.

COMPANIES IN THE UNITED KINGDOM, shewing according to the Rate per Cent. of Dividend Paid, in each of the Years 1895, 1896, and 1899.

UNITED KINGDOM.								RATE per CENT. of DIVIDEND PAID.
UNPAID			PERCENTUAL.					
187.	1896.	1899.	1895.	1896.	1897.	1898.	1899.	
£	£	£	£	£	£	£	£	
—	—	—	241,060	261,110	54,650	54,590	71,930	Capital of New Companies the limits of which were in course of construction: No Dividend paid.
—	—	—	—	—	—	—	—	1½ per Cent. paid.
—	—	—	—	—	—	—	—	2½ „ „
—	150,000	916,500	56,000	—	—	—	100,000	3 „ „
—	—	—	—	—	—	—	—	3½ „ „
—	—	—	80,500	—	—	—	—	4 „ „
120,000	300,000	300,000	14,000,700	113,965,497	14,423,710	223,257,885	117,426,456	Capital of Completed Lines upon which no Dividend was paid.
—	—	—	50,000	50,000	50,000	1,015,000	28,580	Dividends paid: Not exceeding 1 per Cent.
10,000	30,100	30,100	250,000	620,500	1,750,007	1,000,077	9,074,072	{ Remaining 1 and not exceeding 2 per Cent.
150,000	14,477,817	15,663,351	10,280,545	32,610,653	36,359,294	54,831,165	88,511,489	{ „ 2 and not exceeding 3 per Cent.
6,000,000	50,826,842	50,826,129	21,172,035,408	172,556,422	261,554,004	124,379,443	135,153,509	{ „ 3 and not exceeding 4 per Cent.
25,000	30,455,000	37,404,591	20,948,480	54,837,222	54,308,447	54,307,294	63,371,084	{ „ 4 and not exceeding 5 per Cent.
150,000	2,615,500	2,615,500	2,403,744	9,018,089	9,059,630	2,615,179	2,600,630	{ „ 5 and not exceeding 6 per Cent.
500	5,000	—	—	—	—	—	—	{ „ 6 and not exceeding 7 per Cent.
—	—	5,000	5,340	—	—	—	—	{ „ 7 and not exceeding 8 per Cent.
—	—	—	—	2,700	—	—	—	{ „ 8 and not exceeding 9 per Cent.
10,000	80,000	60,000	—	5,340	—	—	5,340	{ „ 9 and not exceeding 10 per Cent.
—	—	—	—	—	5,340	—	—	{ „ 10 per Cent.
150,000	10,379,595	130,976,451	253,690,373	250,205,844	250,373,448	280,011,803	280,594,052	TOTAL UNITED KINGDOM.

† See note, p. vi.

† See notes, pp. vii and vii.

†† See note, p. vii.

SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND.

No. 5.—AMOUNT OF LOANS AND DEBENTURE STOCK OF RAILWAY COMPANIES IN ENGLAND AND WALES, &c.

RATE per CENT. of INTEREST.	ENGLAND AND WALES				
	LOANS.				
	1885.	1886.	1887.	1888.	1889.
Not entitled to Interest	£	£	£	£	£
Rate of Interest:					
Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	1,860	1,860	187
“ 2 and not exceeding 3 per Cent.	422,317	434,267	584,317	668,613	863,321
“ 3 and not exceeding 4 per Cent.	4,577,616	4,595,123	4,169,481	3,011,690	3,025,377
“ 4 and not exceeding 5 per Cent.	6,284,300	6,495,677	6,283,611	6,287,736	6,240,721
“ 5 and not exceeding 6 per Cent.	75,063	84,833	45,485	45,269	41,711
“ 6 and not exceeding 7 per Cent.	—	—	—	—	—
“ 7 and not exceeding 8 per Cent.	5,800	5,400	5,400	5,400	5,400
TOTAL ENGLAND AND WALES	11,671,433	11,235,660	11,300,896	10,908,916	10,946,530

No. 6.—AMOUNT OF LOANS AND DEBENTURE STOCK OF RAILWAY COMPANIES IN SCOTLAND, &c.

RATE per CENT. of INTEREST.	SCOTLAND.				
	LOANS.				
	1885.	1886.	1887.	1888.	1889.
Not entitled to Interest	£	£	£	£	£
Rate of Interest:					
Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	—	—	—
“ 2 and not exceeding 3 per Cent.	426,437	444,267	323,640	67,553	265,211
“ 3 and not exceeding 4 per Cent.	424,888	368,455	215,101	201,268	246,077
“ 4 and not exceeding 5 per Cent.	43,069	1,750	1,750	1,750	1,750
“ 5 and not exceeding 6 per Cent.	—	—	—	—	—
TOTAL SCOTLAND	894,394	815,472	540,491	270,571	513,038

IRISH RAILWAYS, FOR THE YEARS 1895 to 1899—continued.

...ing to the Rate per Cent. of Interest at which borrowed, in each of the Years 1895, 1896, 1897, 1898, and 1899.

ENGLAND AND WALES.					RATE per CENT. of INTEREST.
DEBITED TO THE					
1895.	1896.	1897.	1898.	1899.	
£	£	£	£	£	
37,265	100,000	126,445	307,265	347,265	Not entitled to Interest.
20,000	200,000	777,700	777,700	777,700	Rate of Interest: Not exceeding 1 per Cent.
1,000	—	—	—	20,071	Exceeding 1 and not exceeding 2 per Cent.
1,000	100,000	143,330,000	143,330,000	143,330,000	2 and not exceeding 3 per Cent.
1,000	10,000	47,000,000	47,000,000	47,000,000	3 and not exceeding 4 per Cent.
1,000	10,000	47,000,000	47,000,000	47,000,000	4 and not exceeding 5 per Cent.
1,000	1,000	1,000,000	1,000,000	1,000,000	5 and not exceeding 6 per Cent.
—	—	—	—	—	6 and not exceeding 7 per Cent.
—	—	—	—	—	7 and not exceeding 8 per Cent.
20,000	200,000	207,000,000	200,000,000	200,000,000	TOTAL ENGLAND AND WALES.

* Including 20,000 on which interest accrued from 1st January 1897

+ Including 20,000 on which interest accrued from 1st January 1895.

...ing to the Rate per Cent. of Interest at which borrowed, in each of the Years 1895, 1896, 1897, 1898, and 1899.

SCOTLAND.					RATE per CENT. of INTEREST.
DEBITED TO STOCK.					
1895.	1896.	1897.	1898.	1899.	
£	£	£	£	£	
—	—	—	—	—	Not entitled to Interest.
—	—	—	—	—	Rate of Interest: Not exceeding 1 per Cent.
—	—	—	—	—	Exceeding 1 and not exceeding 2 per Cent.
10,000	10,000	10,000	10,000	10,000	2 and not exceeding 3 per Cent.
10,000	10,000	10,000	10,000	10,000	3 and not exceeding 4 per Cent.
10,000	10,000	10,000	10,000	10,000	4 and not exceeding 5 per Cent.
—	—	—	—	—	5 and not exceeding 6 per Cent.
10,000	10,000	10,000	10,000	10,000	TOTAL SCOTLAND.

SUMMARY TABLES FOR ENGLAND AND WALES.

No. 7.—AMOUNT of LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in IRELAND, *classified according to rate of interest.*

RATE per CENT. of INTEREST.	IRELAND				
	LOANS.				
	1895.	1896.	1897.	1898.	1899.
Not entitled to Interest	£ 300	£ 300	£ 300	£ 300	£ 300
Rate of Interest :					
Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	—	—	—
“ 2 and not exceeding 3 per Cent.	—	9,300	—	—	—
“ 3 and not exceeding 4 per Cent.	668,667	662,021	306,018	316,794	313,300
“ 4 and not exceeding 5 per Cent.	136,083	123,083	116,346	55,498	50,000
“ 5 and not exceeding 6 per Cent.	15,800	13,800	16,800	16,800	16,800
TOTAL IRELAND	821,725	725,554	827,384	379,394	381,100

No. 8.—AMOUNT of LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in the UNITED KINGDOM, *classified according to rate of interest.*

RATE per CENT. of INTEREST.	UNITED KINGDOM				
	LOANS.				
	1895.	1896.	1897.	1898.	1899.
Not entitled to Interest	£ 300	£ 300	£ 300	£ 300	£ 300
Rate of Interest :					
Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	1,000	1,600	1,000
“ 2 and not exceeding 3 per Cent.	848,964	822,084	1,157,757	1,048,000	1,111,000
“ 3 and not exceeding 4 per Cent.	5,672,975	5,433,629	4,779,330	4,193,754	3,862,000
“ 4 and not exceeding 5 per Cent.	6,755,654	6,690,480	6,501,807	6,342,004	6,266,000
“ 5 and not exceeding 6 per Cent.	91,300	100,400	61,000	61,100	61,000
“ 6 and not exceeding 7 per Cent.	—	—	—	—	—
“ 7 and not exceeding 8 per Cent.	5,800	5,400	5,400	5,400	5,400
TOTAL UNITED KINGDOM	13,366,434	13,054,596	13,007,703	11,592,663	11,487,100

SCOTLAND, AND IRELAND, FOR THE YEARS 1895 TO 1899—continued.

the Rate per Cent. of Interest at which borrowed, in each of the Years 1895, 1896, 1897, 1898, and 1899.

IRELAND.					RATE per CENT. of INTEREST.
DEBENTURE STOCK.					
1895.	1896.	1897.	1898.	1899.	
£	£	£	£	£	
—	—	—	67,690	67,890	Not entitled to Interest.
—	—	—	—	—	Rate of Interest:
—	—	—	75,961	—	Not exceeding 1 per Cent.
26,469	296,607	661,556	581,555	661,557	Exceeding 1 and not exceeding 2 per Cent.
621,994	6,285,396	6,395,170	8,538,032	8,795,172	" 2 and not exceeding 3 per Cent.
241,583	1,984,203	1,974,256	1,866,985	1,984,586	" 3 and not exceeding 4 per Cent.
—	—	—	—	—	" 4 and not exceeding 5 per Cent.
—	—	—	—	—	" 5 and not exceeding 6 per Cent.
11,975,622	10,973,273	10,690,892	11,231,619	11,461,586	TOTAL IRELAND.

according to the Rate per Cent. of Interest at which borrowed, in each of the Years 1895, 1896, 1897, 1898, and 1899.

UNITED KINGDOM.					RATE per CENT. of INTEREST.
DEBENTURE STOCK.					
1895.	1896.	1897.	1898.	1899.	
£	£	£	£	£	
267,360	970,535*	380,612*	638,365	435,165	Not entitled to Interest.
251,000	290,000	777,766	777,766	777,766	Rate of Interest:
80,000	—	—	76,983	25,071	Not exceeding 1 per Cent.
600,000,000	184,695,763	159,927,068	168,866,068	168,364,368	Exceeding 1 and not exceeding 2 per Cent.
2,221,566	73,735,866	73,976,647	74,396,466	75,684,462	" 2 and not exceeding 3 per Cent.
4,623,025	46,680,569	46,437,779	44,061,571	44,330,568	" 3 and not exceeding 4 per Cent.
1,467,363	1,460,612	1,623,979	1,636,636	1,637,798	" 4 and not exceeding 5 per Cent.
—	—	—	—	—	" 5 and not exceeding 6 per Cent.
5,693	—	—	—	—	" 6 and not exceeding 7 per Cent.
—	—	—	—	—	" 7 and not exceeding 8 per Cent.
26,540,324	276,165,122	276,321,945	268,362,471	269,690,971	TOTAL UNITED KINGDOM.

* See note, page xiv.

SUMMARY TABLES for ENGLAND ^{and}

No. 1.—CAPITAL

		AUTHORIZED CAPITAL.			PAID UP ^{in £}	
		By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Uncalled.	Called up.
ENGLAND AND WALES	£	500,700,125	501,700,742	1,002,400,867	550,000,000	452,400,867
SCOTLAND	£	99,807,260	90,779,073	1,90,586,333	70,000,000	120,586,333
IRELAND	£	50,760,038	32,800,499	83,560,537	—	83,560,537
TOTAL UNITED KINGDOM	£	651,267,423	625,280,314	1,276,547,737	620,000,000	656,547,737

NOTE.—The figures in Italics show the amounts paid up in the figures in Roman type by which

No. 2.—TRAFFIC

	Length of Line in Miles open on 31st December 1899.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAIN.		
				Number of Passengers conveyed (exclusive of Season and Periodical Excursion).				Number of Tons or Value of Goods or Parcels Transported.	Miscellaneous.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	Total.
				1st Class.	2nd Class.	3rd Class (including Third-Seminary).	Total.						
ENGLAND AND WALES	1,000	5,115	11,064	17,000,000	54,000,000	87,000,000	158,000,000	1,200,000	200,000,000	200,000,000	170,000,000	370,000,000	540,000,000
SCOTLAND	1,000	2,500	5,000	4,000,000	—	11,000,000	15,000,000	100,000	100,000,000	100,000,000	20,000,000	120,000,000	140,000,000
IRELAND	400	1,500	3,000	1,000,000	1,000,000	2,000,000	4,000,000	50,000	1,000,000	1,000,000	100,000	200,000	300,000
TOTAL UNITED KINGDOM	1,400	9,115	19,064	22,000,000	55,000,000	99,000,000	177,000,000	1,250,000	201,000,000	201,000,000	190,000,000	590,000,000	880,000,000

* Including 22,470 miles run by mixed trains.

† Including 1,000,000 miles run by mixed trains.

‡ Including 2,000,000 miles run by mixed trains.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK

	Length of Line in Miles open on 31st December 1899.		WORKING EXPENDITURE									
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (including and Merchandise).	General Charges.	Interest on Loans.	Governments Duty.	Grants-in-aid to Employees under the Workmen's Compensation Act, 1897.	Compensation for Personal Injuries, &c.	Compensation for Death and Loss of Cash.
ENGLAND AND WALES	11,000	7,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
SCOTLAND	1,000	500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
IRELAND	1,170	400,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
TOTAL UNITED KINGDOM	13,170	7,800,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000

* The length of line at each group is as follows:—

Group	Single electric rail.	2d. in. 1 1/2.	3d. in. 8 8.	4d. in. 2 4.	5d. in. 3 4.	6d. in. 2 8.	7d. in. 3 0.	8d. in. 3 0.	9d. in. 3 6.	10d. in. 4 0.	11d. in. 4 8.	12d. in. 5 2.	13d. in. 5 4.
Length	5	80	10	8	2	4	7	100	7	10	10,000	5,000	200

For details, see pp. 40 to 44.
† Length of the Brighton and Hove and Brighton and Hove Electric Tramway.

WALES, SCOTLAND, and IRELAND in 1899.

No. 1.—CAPITAL.

PAID-UP CAPITAL.		CAPITAL RAISED BY LOAN AND DEBTENTURE STOCK.			TOTAL CAPITAL, PAID UP AND RAISED BY LOAN AND DEBTENTURE STOCK.	RESERVE FUNDS AND OTHER RESERVES.
Pounds.	Shillings and Pence.	Loans.	Debtenture Stock.	Total raised by Loans and Debtenture Stock.		
£	s	£	s	£	£	£
10,000,000	00,000,000	10,000,000	00,000,000	10,000,000	10,000,000	10,000,000
10,000,000	00,000,000	10,000,000	00,000,000	10,000,000	10,000,000	10,000,000
10,000,000	00,000,000	10,000,000	00,000,000	10,000,000	10,000,000	10,000,000
10,000,000	00,000,000	10,000,000	00,000,000	10,000,000	10,000,000	10,000,000
10,000,000	00,000,000	10,000,000	00,000,000	10,000,000	10,000,000	10,000,000
10,000,000	00,000,000	10,000,000	00,000,000	10,000,000	10,000,000	10,000,000
10,000,000	00,000,000	10,000,000	00,000,000	10,000,000	10,000,000	10,000,000
10,000,000	00,000,000	10,000,000	00,000,000	10,000,000	10,000,000	10,000,000
10,000,000	00,000,000	10,000,000	00,000,000	10,000,000	10,000,000	10,000,000
10,000,000	00,000,000	10,000,000	00,000,000	10,000,000	10,000,000	10,000,000

General description of capital have been similarly increased. See note, page 1.

No. 2.—TRAFFIC.

RECEIPTS GROSS FROM PASSENGER TRAFFIC.						RECEIPTS GROSS FROM GOODS TRAFFIC.					Miscellaneous Receipts, Traffic, Telegraph, News-boys, &c.	TOTAL RECEIPTS GROSS AND RESERVES OF TRAFFIC.
Receipts from Passengers.					Total Receipts from Passenger Traffic.	Miscellaneous Receipts.	Goods Traffic.	Minerals.	Total Receipts from Goods Traffic.			
Pounds.	Shillings.	Pence.	Farthings.	Halfpennies.								
£	s	d	q	h	£	s	d	q	h	£	s	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	
10,000,000	00,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000</						

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

WORKING EXPENDITURE.				TOTAL RECEIPTS, as given in the Traffic Returns, No. 2.	NET RECEIPTS.	Proportion per Cent of Expenditure to Receipts.	ROLLING STOCK ON 31st DECEMBER 1899.								
Total and Sub-Total Working Expenses.	Material and Fuel.	Repairs and Overhaul.	Total Working Expenses.				CARRIAGES, WAGGONS, TRUCKS, &c.								
							Locomotives.	Carriages and Coaches.	Other Vehicles attached to Passenger Traffic.	Waggons of all kinds used for the conveyance of Live Stock, Minerals, or General Goods.	Any other Carriages or Waggons used on the Railway, and included in the preceding Classes.	Total Receipts of all descriptions for the Conversion of Passenger, Live Stock, Minerals, &c.			
£	s	d	q	£	s	d	q	£	s	d	q	£	s	d	q
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000	10,000,000	00,000,000	00,000,000	00,000,000
10,000,000	00,000,000	00,000,000	00,												

† Exclusive of 55,000, received by the North London Company for working other lines.

RAILWAY RETURNS.—1899.

No. 1.—CAPITAL, &c.

RETURN of the authorised SHARE and LOAN CAPITAL of the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, and of their PAID-UP ORDINARY, GUARANTEED, and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1899, specifying the rate per cent. of the Dividends for the year 1899 on each of the said Capitals; showing also the Loans outstanding on the 31st day of December 1899, classified according to the several rates per cent. of Interest; and the Capital subscribed to other undertakings, whether such undertakings are on lease to, or worked by, the subscribing Company, or are independent.

NOTE.—The figures in *italics* in the following pages from 2 to 45 show the amounts by which the Capitals of the Railway Companies have been nominally increased on the conversion, consolidation, and division of their Stocks. In some cases the consolidation resulted in a nominal decrease, and the amounts by which the Capitals were so decreased are specially noted. The amounts of Capital printed in Roman type include the nominal additions and show the sums receiving the rates of dividend stated against them.

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts included in the figures in *Roman type*.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
<i>Aberdeen</i>	<i>Lent to the Telf. Co.</i>							
<i>Aberdeen</i>	<i>Lent to the Great Western.</i>							
Alexandra (Newport and South Wales) Dock and Railway.*	1,000,000	200,000	1,200,000	100,000 200,000	4 3	—	—	—
<i>Ammeter and Lyons Regia Light</i>	50,000	10,000	60,000	—	—	—	—	—
Baker Street and Waterloo	1,300,000	400,000	1,700,000	2,700	Nil	—	—	—
Bala and Festiniog	<i>Worked by the Great Western.</i>							
Barnsley	<i>Undertaking sold to the Midland Company under Act 62 & 63 Vict. c. 37.</i>							
Barry	2,700,000	1,800,000	4,500,000	720,000 720,000 720,000 720,000	9 4 5 —	—	—	—
<i>Worked by the Barry</i> } Vale of Glamorgan	570,000	100,000	670,000	400,000	3	—	—	—
Bath and Bathford	700,000	200,000	900,000	—	—	—	—	—
Beeley Heath	<i>See under the South-Eastern.</i>							
Bideford and Croyly	70,000	20,000	90,000	—	—	—	—	—
Bideford, Westward Ho!, and Appledore	20,000	10,000	30,000	20,000	Nil	—	—	—
Birkenhead (worked jointly in the Great Western and London and North-Western).	2,500,000	—*	2,500,000	1,041,000 136,000	4 Nil	—	—	—
Birmingham and Dudley-in-Arden	<i>Worked by the Great Western.</i>							
Birmingham, North Warwickshire, and South-London-Avenue	900,000	200,000	1,100,000	—	—	—	—	—
Bishop's Castle	<i>See note, page III.</i>							
Blackpool and Fleetwood Tramroad	100,000	60,000	160,000	100,000	3	—	—	—
Bracon and Marlborough Tye Junction	1,220,000	800,000	2,020,000	200,000	Nil	—	—	—
Brighthelm	100,000	50,000	150,000	70,000	22	—	—	—
Bristol and North-Fredingham Light	40,000	10,000	50,000	—	—	—	—	—
Bridport	<i>Lent to the Great Western.</i>							
Brighton and Dyke	<i>Worked by the London, Brighton, and South Coast.</i>							
Brighton and Rottingdean Seashore Electric (Tramroad).	20,000	7,000	27,000	20,000	Nil	—	—	—
Bristol Corporation	—	100,000	100,000	—	—	—	—	—
Brompton and Piccadilly Circus	1,000,000	200,000	1,200,000	4,000	Nil	—	—	—
Brynmawr and Western Valleys	20,000	10,000	30,000	—	—	—	—	—
Buckley	<i>Worked by the Wrexham, Mold, and Connah's Quay.</i>							
Buckingham Salterton	<i>Lent to the London and South-Western.</i>							
Bury Port and Gwendreath Valley	50,000	100,000	150,000	10,000 200,000	Nil —	—	—	—

31st December 1899.—ENGLAND AND WALES.

which the Capitals of the Companies have been nominally increased. See note, page 1.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.								REMARKS.
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.		
Amount.	Preferred Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
145,000	4½	4½	1,480,000	—	—	417,144	4	417,144	1,837,144	—	*In addition to paying interest on capital the Company paid £6,681 for Royalties.	
350,000	4½	4½	—	—	—	—	—	—	350,000	—	†Preferred Ordinary Stock.	
102,205	4½	4½	102,205	—	—	—	—	—	—	—	‡Deferred Ordinary Stock.	
—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.	
—	—	—	2,700	—	—	—	—	—	2,700	—		
100,000	4	4	3,021,219	25,187½	3	1,071,233	3	1,066,000	5,016,219	—	*Preferred Converted Ordinary Stock.	
20,700	5	5	—	—	—	—	—	—	—	—	†Deferred Converted Ordinary Stock.	
10,000	4	4	320,320	5,540	3	200,000	3	200,000	1,605,336	—	‡Reserved for conversion of rentcharges.	
—	—	—	400,000	—	—	127,000	3	127,000	532,000	—		
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	20,610	—	—	7,900	4	7,900	46,310	—		
71,178	4½	4½	2,500,000	—	—	—	—	—	2,500,000	—	*Borrowing powers as vested in local corporations by the Companies in which the line is vested.	
—	—	—	—	—	—	—	—	—	—	—	†Calls received on forfeited shares in respect of which no dividend is paid.	
—	—	—	140,000	—	—	40,000	5	40,000	180,000	—		
45,000*	5	5	2,117,338	14,075½	5	808,770	4	800,000	3,008,083	—	*Borrowing preferences.	
50,000	5	5	—	—	—	45,112½	—	45,112½	45,112½	—	†Capitalised value of Land Rentcharges.	
—	—	—	—	—	—	—	—	—	—	—	‡Nominal decrease.	
10,000	4½	4½	130,000	—	—	45,000	4	45,000	180,000	—	The line is worked by the Joint Committee of the "London and South-Western" and "Midland" Companies for working the Somerset and Dorset line.	
—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.	
4,400	5	5	26,180	5,000	6	—	—	5,000	26,180	—		
—	—	—	—	—	—	100,000	2½	100,000	100,000	—		
—	—	—	4,200	—	—	—	—	—	4,200	—		
—	—	—	—	—	—	—	—	—	—	—		
32,000	5	5	40,730	95,000	4	50,000	4	122,500	169,033	—	*Capitalised value of rentcharges.	
45,791	—	—	155,000	—	—	—	—	—	155,000	—	†Nominal decrease of capital.	

No. 1.—AMOUNT of CAPITAL, &c., 1899.

NOTE.—The figures in *italics* show the amounts included in the figures in *Block type*.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stocks.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Cambridge	£ 2,444,700	£ 1,034,000*	£ 3,478,700	£ 240,388	Per cent. Nil	—	—	—
<i>Worked by the Cambridge.</i>								
Mid-Wales	812,900	115,300	1,128,200	404,040	Nil	—	—	—
Ven	20,000	5,500	25,500	20,000	Nil	—	—	—
Wrexham and Ellesmere	220,000	74,000	304,000	190,500	3	—	—	—
Cannock Chase and Wolverhampton	20,000	20,000	100,000	70,200	Nil	—	—	—
Cardiff	4,012,100	2,220,999	7,133,099	1,300,000	3	—	—	—
				890,000*	4	—	—	—
Cardiff				—	—	—	—	—
Cardiff, Winton, and Selby Light	24,000	5,000	32,000	24,000	4	—	—	—
Central London	2,500,000	220,000*	3,600,000	2,087,330	7½	—	—	—
				280,222*	3½	—	—	—
				280,222*	3½	—	—	—
Claring Cross, Exeter, and Margate	1,770,000	500,000	2,270,000	100	Nil	—	—	—
Charnwood Forest	<i>Worked by the London and North-Western.</i>							
Cheshire, Limited	220,000	127,000	377,000	40,380	Nil	—	—	—
Cheshire Lines Committee (Consisting of the "Great Central," "Great Northern," and "Midland" Railway Companies. Incorporated by The Cheshire Lines Act, 1887.)	—	—	—	—	—	—	—	—
Southport and Cheshire Lines Extension	265,000	200,000	465,000	265,000	Nil	—	—	—
				10,000	Nil	—	—	—
Chislehead Valley	<i>Amalgamated with the South-Eastern Company under Act 62 & 63 Vict. c. 78.</i>							
City and Bristol	300,000	300,000	1,200,000	—	—	—	—	—
City and South London	1,690,000	518,000	2,108,000	1,120,772	11	—	—	—
Cleator and Workington Junction	577,000	172,400	699,400	210,000	5½	—	—	—
Cockermouth, Keswick, and Penrith	325,000	120,000	445,000	285,000	5½	—	—	—
Coggeshall Light	10,000	4,000	24,000	—	—	—	—	—
Colne Valley and Halstead	80,700	422,188	518,078	61,200	Nil	—	—	—
Cottingham Light	9,000	3,000	12,000	—	—	—	—	—
Cornwall	15,000	5,000	20,000	15,000	0	—	—	—
Crabtree and Puddock Wood (Light)	<i>See under the South-Eastern.</i>							
Crawford, Sidley, and Bechill	240,000	20,000	300,000	120,000	3*	—	—	—
Croftland and District Light	45,000	15,000	60,000	1,000	Nil	—	—	—
Croydon and Oxford Joint Committee	<i>Line owned jointly by the "London, Brighton, and South Coast" and "South-Eastern."</i>							
Deane Valley	600,000	200,000	800,000	14,200	Nil	—	—	—
Derby and Somerset	<i>Worked by the Great Western.</i>							
Dilnot and Watlington Light	108,000	25,000	140,000	—	—	—	—	—

31st December 1899.—ENGLAND AND WALES—continued.

* If the Capitals of the Companies have been nominally increased. See note, page 1.

PAID CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIBED TO OTHER COMPANIES.	REMARKS.
Preferred.			Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Per cent.	Rate of Interest.	Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	%	Nil	£	%	£	%	£	£		
1,325,607	4	Nil	2,000,478	4	2,408,384	4	2,614,562	5,081,797	*Exclusive of £2,000,000, authorised to be raised by Board of Trade Certificate.	
1,012,127	4	Nil	229,797	—	151,449	4	331,449	227,295	†Capitalised value of Land Revenues.	
200,000	5	Nil	800,640	—	32,507	4	315,700	1,122,340		
100,000	5	Nil	—	—	203,428	4	—	—		
100,000	—	—	20,000	1,000	3,000	3	4,000	24,000		
—	—	—	180,000	—	50,000	4	50,000	258,000		
—	—	—	70,000	20,100	—	—	20,100	20,600		
1,000,000	4	4	2,900,000	—	1,033,300	3	1,033,300	4,333,300	*Preferred Ordinary Stock.	
—	—	—	—	—	555,555	5	555,555	555,555	†The Capital of the Company was reduced by £50,000, under Section 28 of the Carriage Railway Act, 1899.	
—	—	—	84,000	—	8,000	4	8,000	22,000		
—	—	—	2,845,980	—	—	—	—	2,845,980	* Subject to reduction by one-third of the amount paid for interest during construction, the total amount of such interest being limited to £50,000.	
—	—	—	902	—	—	—	—	902	† Preferred half shares.	
13,320	4	Nil	89,878	5,000	12,000	4	124,880	174,707	‡ Deferred half shares.	
—	—	—	—	—	40,000	5	—	—	§ Interest paid out of capital under the Company's Act of 1894.	
—	—	—	—	—	67,381	6	—	—		
21,000	3½	Nil	353,900	—	108,400	3	108,400	351,400	*The Capital is provided by the three Companies owning the line in equal proportions, and is included in their returns.	
—	—	—	15,000	—	—	—	—	15,000		
100,000	5	5	1,300,772	—	944,315	4	244,315	1,745,087		
100,000	4½	4½	433,710	2,400	150,000	3½	123,400	557,110		
21,000	5	5	310,000	—	66,128	4	96,128	406,128		
—	—	—	—	—	—	—	—	—		
21,000	5	Nil	90,700	750*	99,000	5	430,047	510,837	Railway authorised under the Light Railways Act, 1896.	
—	—	—	—	1,250*	207,865	3½	—	—	*Capitalised value of Land Revenues.	
—	—	—	15,000	—	5,000	5	5,000	20,000	Railway authorised under the Light Railways Act, 1896.	
—	—	—	100,000	—	61,000	3	61,000	227,000		
—	—	—	1,000	—	—	—	—	1,000	* Interest paid out of Capital.	
Railway Companies: the Capital is included in the Returns of these Companies.										
—	—	—	14,200	—	—	—	—	14,200		
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.	

Railway Companies; the Capital is included in the Returns of these Companies.

No. 1.—AMOUNT OF CAPITAL, &c., spent.

NOTE.—The figures in italics show the amounts included in the figures in *Brown type*.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend Paid.	Amount.	Guaranteed Rate of Dividend.	By other sources.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Dilcot, Newbury, and Southampton	947,780	405,320	1,413,230	300,530	Nil	—	—	—
Dover and Deal Committee	The line is the joint property of the "London, Chatham, and Dover" and "South"							
Dorchester	—	—	—	—	—	—	—	—
Dorchester Extension	—	—	—	—	—	—	—	—
Ealing and South Harrow	165,000	55,000	220,000	20,100	Nil 34	—	—	—
Easingwold	15,500	4,500	18,000	11,784	3	—	—	—
East and West Junction	200,000	698,688	998,688	200,000	Nil	—	—	—
Exeter, Bideford, and Stratford-upon-Avon Junction.	00,000	00,000	140,000	45,000	Nil	—	—	—
Stratford-upon-Avon, Tewkesbury, and Midland Junction.	100,450	200,000	300,450	100,000	Nil	—	—	—
East and West Yorkshire Union	218,000	60,000	284,000	116,416	4	—	—	—
East Lancashire	Lent to the Great Northern.							
East London	3,245,000	2,579,000	5,824,000	3,346,798	Nil	—	—	—
				540,530	Nil	—	—	—
Easton and Church Hops	39,500	70,000	159,500	20,727	Nil	—	—	—
Ely Valley	Worked by the Great Western.							
Epsom Downs Extension	Amalgamated with the South-Eastern Company under Act 62 & 63 Vict. c. 78.							
Exeter, Bideford, and Stratford-upon-Avon Junction.	Worked by the East and West Junction and Stratford-upon-Avon, Tewkesbury,							
Exeter	188,000	60,000	264,000	120,925	Nil	—	—	—
Exmouth Docks and Railway	00,000	40,000	100,000	20,000*	Nil	—	—	—
	150,000	50,000	200,000	120,000	Nil	—	—	—
Festiniog	170,186	44,000	220,186	96,186	4	—	—	—
Fishguard and Boreland Railways and Harbours.	2,871,500	322,600	3,194,000	515,500	Nil	—	—	—
Flamberg and Bellingham Light	60,000	20,000	80,000	—	—	—	—	—
Forest	24,200	11,400	41,000	24,200	4½	—	—	—
Forest of Dean Central	Worked by the Great Western.							
Freshwater, Portsmouth, and Newport	Worked by the Isle of Wight Central.							
Furness	5,671,375	1,608,888	7,481,774	2,040,000	3½	770,135	4	4
				—	—	264,525	4	4
Garstang and Knot End	90,000	30,000	120,000	90,000	Nil	—	—	—
Glyn Valley Tramway	46,190	18,300	64,490	16,016	Nil	—	—	—
				2,070	—	—	—	—

31st December 1899.—ENGLAND AND WALES—continued.

which the Capital of the Companies have been nominally increased. See note, page 1.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Per cent.	Rate of Interest.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Rate of Interest.	£	£	Per cent.	£	Per cent.	£	£	£	
63,240	5	Nil	942,070	101,437	4	104,000	5	300,160	1,243,230	—	Line worked by the "Great Western" and the "London and South-Western" Companies.
Eastern Railway Companies; the Capital is included in the Returns of those Companies.											
—	—	—	—	—	—	—	—	—	—	—	The Railway is the property of the Devonian Company. There is no separate capital for the Railway.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	110,400	—	—	40,000	5	40,000	150,400	—	
—	—	—	11,734	3,000	4	—	—	3,000	14,734	—	* Amount paid in advance of calls on which interest at the rate stated was paid.
—	—	—	300,000	—	—	208,000	5	208,000	508,000	—	The lines of the Companies are worked by a joint committee of the "East and West Junction" and "Stratford-upon-Avon, Tewkesbury, and Midland Junction" Companies.
40,200	5	Nil	90,000	30,000	5	10,000	4	40,200	120,000	—	
15,300	5	Nil	175,250	—	—	200,000	5	200,000	375,250	100,000	
75,000	4	4	191,410	7,690*	5	40,000	3½	54,310	245,720	—	
—	—	—	3,549,799	—	—	230,000	2½	2,549,596	5,790,395	—	* Capitalised value of Land Rentcharges. The Company is also liable for the payment of the Rentcharges granted by the South London Junction Railway Company, the statutory capitalised value of which is 10,000.
—	—	—	240,000	—	—	100,000	2½	100,000	340,000	—	
54,700	5	Nil	64,447	—	—	70,000	4½	70,000	134,447	—	
Midland Junction Railway Companies' Joint Committee.											
—	—	—	179,933	—	—	50,200	4	50,200	230,133	—	* Preferred Stock. † Deferred Stock.
—	—	—	40,000	—	—	40,000	5	40,000	100,000	—	
—	—	—	130,000	—	—	—	—	—	130,000	—	
30,000	4½	5½	139,133	—	—	2,000	4	14,000	153,133	—	* In addition to paying interest on Capital, the Company paid £2,341 for rent and cottages.
40,000	5	—	210,500	20,000	4	—	—	20,000	230,500	—	
—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railway Act, 1901.
—	—	—	31,200	4,500	2½	—	—	4,500	35,700	—	
1,000,750	4	4	5,071,075	—	—	1,029,437	4	1,029,437	6,000,512	—	* Out of the net receipts were applied in paying back dividends on the preference shares. † Capitalised value of Land Rentcharges. ‡ Normal decrease of capital.
235,750	4	4	479,375	—	—	—	—	—	479,375	—	
90,400	5	Nil	70,410	10,000	5	—	—	10,000	80,410	—	
95,371	5	—	45,389	15,000	4	—	—	15,000	60,389	—	
—	—	—	5,573†	—	—	—	—	—	5,573‡	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon £

NOTE.—The figures in *italics* show the amounts (included in the figures in Roman type)

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Reserve of Dividend.
	£	£	£	£	Per cent.	£	Per cent.	Total.
Golden Valley	Undertaking sold to the Great Western Company under Act 62 & 63 Vol. 1							30.
Goole and Maryland Light	60,000	20,000	80,000	—	—	—	—	—
Gomeldon Junction and Portonwood . .	<i>See note, page III.</i>							
Gower Light	90,000	30,000	120,000	—	—	—	—	—
Great Central	25,883,699	12,955,693	38,839,392	4,884,300*	NH	448,080	4	4
				4,884,300†	NH	1,797,428	4½	4½
						1,000,000	4½	4½
						1,118,500	5	5
						672,000	6	6
(Worked by Great Central.) Wigan Junction	400,000	200,000	600,000	200,000	NH	—	—	—
<i>See also the "Cheshire Lines Committee," "Manchester, South Junction and Altrincham," "Oldham, Ashton-under-Lyon, and Goole Bridge Junction," and "Sheffield and Midland Committee."</i>						296,408	½	½
						32,053	½	½
						30,704	½	½
Great Eastern	34,886,221	16,431,071	51,317,292	12,287,686	5½	3,444,687	4	4
				675,000	—*	600,000	5	5
				—	—	1,035,200	4	4
Leased to the Great Eastern. London and Blackwall	2,387,180	867,000	3,254,180	2,320,903*	4½	—	—	—
Norfolk and Eastern	1,179,290	307,800	1,487,090	847,800	5	63,000	5	5
				263,700	6	4,750	6	6
<i>See also "Tottenham and Hampstead Junction."</i>								
Great Northern	44,077,711	15,642,773	59,720,484	20,908,287	4	—	—	—
				1,191,273	6	—	—	—
				7,272,054	10	—	—	—
				1,180,273	12	—	—	—
				3,620,554	—	—	—	—
Leased to or worked by the Great Northern. East Lincolnshire	600,000	—*	600,000	600,000	8	—	—	—
Harncliffe	48,000	15,000	63,000	48,000	9	—	—	—
Leith and East Coast	144,000	94,000	238,000	93,075	NH	—	—	—
Muswell Hill and Palace	70,000	10,000	80,000	70,000	NH	—	—	—
Nottingham and Gwentham Railway and Canal	1,014,000	935,000	1,949,000	1,014,000	4½	—	—	—

No. 1.—AMOUNT OF CAPITAL, &c., &c.

NOTE.—The figures in *italics* show the amounts included in the figures in Summary.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP CAPITAL.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Excess of Dividend.
Great Northern—cont.	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Leased to or worked by the Great Northern and Great Eastern Joint Committee.	Nottingham Suburban	250,000	63,300	313,300	25,000	5	—	—
	Stamford and Easington	140,000	41,000	181,000	75,000 46,500	1 2	—	—
	Sutton and Willoughby	84,000	23,000	107,000	82,547	NH	—	—
<i>See also the "Chester Lines Committee," and "Midland and Great Northern Railway Joint Committee."</i>								
Great Northern and City	1,560,000	820,000	2,380,000	227,500* 80,402† 3,800†	3 3 NH	—	—	—
Great Northern and Strand	2,400,000	600,000	3,000,000	—	—	—	—	—
Great North of England, Clarence, and Hartlepool Junction.	Leased to the North-Eastern.							
Great Western	18,221,412	24,000,000	42,221,412	21,560,000	5	25,455,000	5	1
				443,750†	—	750,000†	—	—
Abingdon	20,000	5,000	25,000	15,000	9	—	—	—
Bala and Ffestiniog	288,000	95,000	383,000	238,000	28	—	—	—
Birmingham and Henley-in-Arden	30,000	10,000	40,000	30,000	NH	—	—	—
Bridport	127,000	35,000	162,000	64,431	1½	—	—	—
Devon and Somerset	272,700	1,163,000	1,435,700	220,000	NH	—	—	—
				—	—	—	—	—
Ely Valley	82,000	27,300	109,300	48,000 35,000*	5½ NH	—	—	—
Foxtot of Dean Central	See note, page III.							
Princetown	50,000	20,000	70,000	50,000	NH	—	—	—
Ross and Monmouth	160,000	33,000	193,000	80,000	1½	—	—	—
Staines and West Drayton	120,000	40,000	160,000	65,000	NH	—	—	—
Telgou Valley	182,740	78,300	261,040	15,160	NH	—	—	—

Leased to or worked by the Great Western.

31st December 1899.—ENGLAND AND WALES—continued.

which the Capitals of the Companies have been nominally increased. See note, page 1.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBT-STOCK.				TOTAL CAPITAL paid-up and raised by Loans and Debt-stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preference.			Total paid-up Stock and Share Capital.	Loans.		Debt-stock.				
Amount.	Percentage Dividend.	Rate of Dividend paid.			Amount.	Rate of Interest.	Amount.	Rate of Interest.		
£	Per cent.	Per cent.		£	Per cent.	£	Per cent.	£	£	
—	—	—	200,000	—	—	—	—	—	200,000	—
15,000	4	4	140,000	12,000	3	—	—	14,000	154,000	—
200	5	5		1,300	4	—	—			
—	—	—	82,847	20,000	3	—	—	20,000	110,847	—
—	—	—	340,000	—	—	—	—	—	340,000	—
—	—	—	—	—	—	—	—	—	—	Interest at the rate stated was paid out of Capital.
—	—	—	—	—	—	—	—	—	—	* Preferred Ordinary Shares.
—	—	—	—	—	—	—	—	—	—	† Deferred Ordinary Shares.
10,000	5	5	94,394,797	400	3	705,000	3½	90,120,240	94,426,177	1,196,235
21,000	5	NH		400	4½	10,742,254	4			* Deferred Certificates. Dividend does not accrue till 1904.
				300	4½	1,000,000	4½			† Capitalised value of Reck-charges.
				20,700	4½	4,028,217	4½			
				301,401	5	9,000,945	5			
40,000	5	5	7,000,000	—	—	—	—	—	7,000,000	—
40	4	4	10,000	5,000	3½	—	—	5,000	21,000	—
800	5	5								
10,000	5	5	200,000	—	—	65,000	4	65,000	265,000	—
—	—	—	30,000	—	—	10,000	4	10,000	40,000	—
10,000	4	4	111,451	25,000	3½	—	—	25,000	136,451	—
4,000	5	5		900*	5					* Capitalised value of Land Reck-charges.
10,000	5	5								
20,000	5	NH	271,582	—	—	600,000	3	1,132,905	1,394,487	—
—	—	—	—	—	—	625,000	4			
—	—	—	—	—	—	200,945	4			
—	—	—	—	—	—	222,000	4	211,200	512,200	—
—	—	—	—	—	—	22,000	4			
—	—	—	30,000	—	—	6,000	4	31,000	104,000	—
—	—	—	—	—	—	10,000	4½			
—	—	—	30,000	10,000	4½	—	—	20,000	70,000	—
—	—	—	—	100*	5					
50,000	5	5	100,000	47,500	3½	—	—	52,750	202,750	—
—	—	—	—	3,434*	5					* Capitalised value of Reck-charges.
20,000	4	NH	120,000	—	—	40,000	4½	60,000	160,000	—
20,000	5	NH	37,140	—	—	64,250	4	64,250	101,390	—

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NOTE.—The figures in *Italics* show the amounts included in the figures in *Rounded*.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	By Special Dividend.
Great Western—cont.	£	£	£	£	Per cent.	£	Per cent.	By Special Dividend.
West Cornwall Railway— "Great Western" Railway Company in respect of the.	945,483	—	945,483	—	—	809,483 80,500	4½ 5	—
West Somerset	154,000	43,330	197,330	67,796	2½	—	—	—
Wye Valley	335,000	111,400	446,400	230,000	Nil	—	—	—
<i>See also "Birkenhead," "Halesowen," "Hammurath and City," "Stewsbury and Hereford," "Tewbury," "Victoria Station and Pimlico," "West London," and "Weymouth and Portland."</i>								
Great Western and Great Central Joint Committee.	Capital to be provided by the Great Western and Great Central Railway Com.							
Grimsby and Saltfleetby Light . . .	50,000	50,000	100,000	—	—	—	—	—
Groundwater Valley	170,000	55,000	225,000	100,000	Nil	—	—	—
Hallow Light	70,000	25,000	95,000	—	—	—	—	—
Halesowen	180,000	60,000	240,000	120,000	Nil	—	—	—
Hollier and Overton	The line is the joint property of the "Great Northern" and "London and North Western."							
Hammurath and City	340,000	33,000	373,000	—	—	154,000 180,000	5 5½	—
Great Western and Metropolitan Railway Companies jointly in respect of the.								
Horsham	Worked by the London and North Western.							
Harrow and Shamere	Undertaking sold to the London and North-Western Company under Act 1863.							
Harrow and Uxbridge	340,000	113,000	453,000	—	—	—	—	—
Hartlepool Electric Tramways* . . . (West Hartlepool Light Railways.)	—	—	—	—	—	—	—	—
Hastings Harbour District	225,000	75,000	300,000	—	—	—	—	—
Hagling Railway	Leased to the London, Brighton, and South Coast.							
Hemel Hempstead	Worked by the Great Northern.							
Hemel Hempstead and Metropolitan . . .	Worked by the Metropolitan District.							
Hull, Barnsley, and West Riding Junction Railway and Dock.	4,700,000	4,185,613	8,885,613	3,300,000	1½	—	—	—
Worked by the Hull, Barnsley, and West Riding Junction	210,000	10,000	220,000	—	—	210,000	5½	—
Isle of Axholme Light	135,000	45,000	180,000	975	Nil	—	—	—

31st December 1899.—ENGLAND AND WALES—continued,
 which the Capital of the Companies have been actually increased. See note, page 1.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total paid up Stock and Share Capital.	Loans.		Debenture Stock.				
Amount.	Per cent.	Rate of Dividend paid.		£	Amount.	Rate of Interest.	Amount.	Rate of Interest.	£	£
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£
—	—	—	804,593	—	—	—	—	—	804,593	—
75,000	4	4	142,800	—	—	40,000	4	40,000	182,800	—
65,000	5	NH	296,600	—	—	70,000	5	75,000	371,600	—
—	—	—	—	—	—	—	—	—	—	—
—	—	—	100,000	33,300	5	—	—	33,300	133,300	—
—	—	—	—	—	—	—	—	—	—	—
60,000	5	NH	180,000	—	—	60,000	5	60,000	240,000	—
Traction Railway Companies; the Capital is included in the Returns of those Companies.										
—	—	—	334,800	—	—	—	—	—	334,800	—
Traction &c.										
—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
50,000	3½	3½	3,371,500	40,000*	5	1,373,947 2,600,000	5 30	3,013,847	7,485,347	—
—	—	—	210,000	—	—	—	—	—	210,000	—
—	—	—	875	—	—	—	—	—	875	—

No. 1.—AMOUNT OF CAPITAL, &c., paid up.

NOTE.—The figures in italics show the amounts included in the figures in Roman type.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Isle of Thanet Light	300,000	150,000	450,000	—	—	—	—	—
Isle of Wight	470,432	216,811	682,223	177,100*	4 3d	—	—	—
				177,100	—	—	—	—
Isle of Wight Central	280,000	304,355	584,355	80,465	Nil	—	—	—
Worked by the Isle of Wight Central.	Freshwater, Yarmouth, and Newport.	162,000	82,300*	224,300	Nil	—	—	—
	Newport, Galskill, and St. Lawrence.	120,000	40,000	160,000	6,510 Nil Nil	—	—	—
King's Lynn Docks and Railway	415,200	140,000	555,200	60,108 82,261	5 Nil	—	—	—
				—	—	—	—	—
Knots End	20,000	15,000	35,000	15,001	1d	—	—	—
Lambourn Valley	See note, page 44.							
Lancashire and Yorkshire	45,694,382	10,000,200	55,674,491	14,740,995	3d	2,394,012	4	4
Worked in the Lancashire and Yorkshire.	Liverpool, Southport, and Preston Junction.	198,744	—	198,744	—*	624,274	4	4
	West Lancashire	694,186	377,700	1,071,882	—*	—	—	—
Lancashire, Derbyshire, & East Coast								
General Undertaking	230,000	83,330	313,330	—	—	—	—	—
Chatterfield and Lincoln Section	1,025,000	741,690	2,000,660	1,325,000	Nil	—	—	—

31st December 1899.—ENGLAND AND WALES—continued.

which the Capitals of the Companies have been nominally increased. See note, page 1.

PAID-UP CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Paid-up Capital.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Per cent.	Per cent.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
—	—	—	—	—	—	—	—	—	—	—	The Company was incorporated under the Companies Act, 1869, on the 1st March 1870, and subsequently obtained an Order under the Light Railways Act, 1890, for the construction of Light Railways in the Isle of Thanet.	
10,018	4	4	438,212	6,082	5	138,000	4	394,082	632,294	—	* Preferred. Converted Ordinary Stock.	
19,327	4	4	333,563	—	—	37,000	4	37,000	370,563	—	(Deferred) Converted Ordinary Stock.	
100,000	5	NH	273,316	7,864*	5	100,000 125,000 75,000	3 4 4½	310,319	583,734	—	† Capitalized value of Land Recharges.	
40,000	5	NH	124,081	—	—	10,000 71,777	3½ 5	90,460	224,541	—	* The Company is also authorized to issue an amount of Debenture Stock sufficient to produce £50,000.	
—	—	—	100,750	34,000	4	—	—	34,000	143,750	—	* Preferred half shares. † Deferred half shares.	
10,250	4	4	301,609	—	—	147,000	4½	147,000	453,609	—		
120,000	4	4	—	—	—	—	—	—	—	—		
30,000	5	5	—	—	—	—	—	—	—	—		
4,750	4	4	48,730	—	—	—	—	—	48,730	—		
4,000	4	4	—	—	—	—	—	—	—	—		
—	—	—	12,061	—	—	—	—	—	12,061	—		
3,125,000	3	3	43,548,282	30,000	3½	17,500,000	3	10,004,500	45,552,782	—	* Minimum rate.	
100,000	4½	5½	—	51,100	5	—	—	—	—	—	† Capitalized value of Land Recharges.	
94,371	5	5	—	5,000	5	—	—	—	—	—		
—	—	—	—	10,000	5	—	—	—	—	—		
—	—	—	—	300,000†	5	—	—	—	—	—		
470,400	3	3	7,340,674	—	—	4,122,664	3	4,122,664	11,472,338	—		
—	—	—	100,744	—	—	—	—	—	100,744	—	* Under Act 68 & 69 Vict. c. 330, the line was vested in the Lancashire and Yorkshire Company as from the 1st July 1896, subject to the payment of a dividend in respect of a dividend in arrears actually for 18 years. The dividend was sufficient to pay a dividend at the rate of 10s. 6d. per cent. per annum for the year 1896, on the ordinary Capital.	
220,414	—	—	505,100	—	—	377,705	—	377,705	1,283,209	—	* Under Act 68 & 69 Vict. c. 330, the line was vested in the Lancashire and Yorkshire Company as from the 1st July 1896, subject to the payment of a dividend in respect of a dividend in arrears actually for 18 years. The dividend was sufficient to pay interest at the rate of 10s. 6d. per cent. per annum for the year 1896, on the Debenture Stock. The minimum rate of interest payable on the Debenture Stock is 1 per cent. per annum, and the Dividend and ordinary Capital is not entitled to any dividend till this rate has been paid.	
300,000	5	5	1,603,200	—	—	717,149	4	717,149	2,620,449	—		
340,000	5	NH	—	—	—	—	—	—	—	—		

No. 1.—AMOUNT OF CAPITAL, &c., *upon* £.NOTE.—The figures in *italics* show the amounts included in the figures in Roman type.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Lancaster Road and Acton	180,000	50,000	230,000	55,435	Nil	—	—	—
Leam-on-the-Solent	<i>See note page 24.</i>							
Leak and Mansfield Valley Light (Leak, Colton Low, and Harington Light Railways).	20,000	10,000	30,000	2,205	Nil	—	—	—
Lincoln and East Coast Railway and Dock	1,500,000	200,000	2,000,000	—	—	—	—	—
Lichfield and Gnosden	111,025	75,300	186,025	23,025	Nil	—	—	—
Lidford and Looe	55,000	24,000	80,000	25,500	Nil	—	—	—
Lidford and Looe	<i>Wounded by the Lichfield and Gnosden.</i>							
Liverpool Cattle Market	300,000	100,000	400,000	—	—	—	—	—
Liverpool Overhead	690,000	105,500	1,025,500	400,000	3½	—	—	—
Liverpool, St. Helen's, and South Lancashire.	290,000	272,000	560,000	120,000	Nil	100,000	4	Nil
Liverpool, Southport, and Preston Junction.	<i>Undertaking transferred to the Lancashire and Yorkshire Company. See Capital.</i>							
Lizard Light	75,000	25,000	100,000	—	—	—	—	—
Manxby and Myrdd Mawr	60,000	45,000	105,000	59,648	Nil	—	—	—
London and Blackheath	<i>Leased to the Great Eastern.</i>							
London and Greenwich	<i>Leased to the South-Eastern.</i>							
London and North-Western	8,153,238	40,809,220	135,745,553	62,122,078	7½	15,100,000	4	4
				2,542,500	7½	2,516,350	4	4
Charnwood Forest	100,000	83,000	212,000	100,000	Nil	—	—	—
Harborne	100,000	83,000	183,000	55,220	Nil	—	—	—
Mail and Donagh Junction	325,000	247,000	572,000	23,000 26,000* 76,000†	Nil Nil Nil	—	—	—
Metropolitan Union Railways and Canal.	404,524	—	404,524	404,524	3½	—	—	—
<i>See also "Yorkshire," "Manchester, South Junction, and Altrincham," "North and South-Western Junction," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," "Sheffield and Horsfield," "Tisbury," and "West London."</i>								
London and South-Western	36,081,000	14,022,126	43,653,307	9,119,700 2,004,300* 2,904,800† 2,904,350	4½ 4½ 4½ 4½	797,990	4	4
						245,635	4	4

31st December 1899.—ENGLAND AND WALES.—continued.

1996 the Capital of the Companies have been successively increased. See note, page 1.

COMMON CAPITAL				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK				TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid up Stock and Share Capital.	Loans.		Debenture Stock.				
Amount.	Per cent.	Per cent.		£	Amount.	Rate of Interest.	Amount.	Rate of Interest.	£	£
—	—	—	57,458	—	—	—	—	57,458	—	
—	—	—	2,903	—	—	—	—	2,903	—	Railway authorised under the Light Railways Act, 1896.
5,200	5	Nil	30,825	2,900	4	—	—	14,000	44,825	—
—	—	—	—	10,500	4½	3,200	5	—	—	—
8,775	5	Nil	51,478	5,000	4	—	—	15,000	66,528	£20
—	—	—	—	6,000	4½	100	5	—	—	—
—	—	—	—	—	—	—	—	—	—	—
10,000	5	5	170,000	170,000	4	—	—	170,000	340,000	—
60,000	4	5½	579,000	20,000*	4	200,000	4	270,000	569,000	—
A. L. & P. & Co. Ltd.										
—	—	—	—	—	—	—	—	—	—	—
—	—	—	55,648	—	—	45,000	5	45,000	104,648	—
31,600	4	4	80,800,704	101,700*	5	37,600,131	5	37,620,040	118,120,638	5,162,200*
1,074,124	4	4	7,382,532	—	—	7,554,000	5	9,840,000	15,076,532	—
—	—	—	100,000	—	—	40,000	5	40,000	240,000	—
—	—	—	—	—	—	—	—	—	—	—
—	—	—	55,000	17,000*	4½	14,200	5	60,800	116,370	—
—	—	—	—	22,500*	5	5,000	5	—	—	—
100,000	5	Nil	325,000	13,215	5	40,000	5	280,215	284,215	—
—	—	—	—	127,000	5	70,000	5	—	—	—
—	—	—	494,026	—	—	—	—	—	494,026	—
13,000	5	5	30,300,015	10,000	4	13,161,341	5	13,180,076	43,481,400	430,580
1,041,025	4	4	—	17,000	4	—	—	—	—	—
55,512	4	4	4,001,374	—	—	5,587,880	5	5,587,880	9,589,200	—
END.										

Railway authorised under the Light Railways Act, 1896. The Treasury have agreed, subject to the fulfilment of certain conditions, to grant to the Company a sum not exceeding £10,000.

*Capitalised value of Rent-charges.

Railway authorised under the Light Railways Act, 1896.

*Capitalised value of Rent-charges.

†Including 1,500,000 converted debentures of other Companies.

In the Return of the company it is stated that negotiations in the name of shareholders of this Company were commenced, and that their negotiations were the subject of a petition to the Chancery Division of the High Court of Justice, by an order of Mr Justice Kay, a Special Referee was appointed to cause reports into the circumstances and report to the Court, and this Referee has now reported, to the amount of 717,000, lbs. has been found, but then 40,000, only has been repaid. The Referee has also found, the balance being 677,000, lbs. The balance of the Company show that the full sum of 717,000, lbs. was paid.

*Capitalised value of Land Rent-charges.

ANNUAL GENERAL MEETING. The first ordinary half-yearly meeting of the Company in the year 1899 had not been held at the time the Return was sent to press, and the figures have been taken from the Return rendered by the Company in the year 1898.

*Preferred Stock.

†Deferred Stock.

‡Capitalised value of Land Rent-charges.

*Preferred Convertible Ordinary Stock.

†Deferred Convertible Ordinary Stock.

‡Capitalised value of Land Rent-charges.

No. 1.—AMOUNT OF CAPITAL, &c., upon &c.

Note.—The figures in *italics* show the amounts included in the figures in Roman type.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
<i>Lined to or worked by the London and South Western.</i>	£	£	£	£	Per cent.	£	Per cent.	Per cent.
London and South Western—continued.								
Bathleigh Salterton	60,000	20,000	80,000	60,000	3	—	—	—
North Cornwall	45,000	58,000	103,000	—	—	—	—	—
Launceston and Halwill Capital	150,000	50,000	200,000	115,000*	4 2	—	—	—
Launceston and Delabole Capital	185,000	62,000	247,000	187,000	3½	—	—	—
Wadebridge Capital	120,000	50,000	170,000	10,110	NH	108,000	5	2
Pedder Capital	80,000	—	80,000	—	—	—	—	—
Plymouth, Devonport, and South Western Junction	855,000	284,000	1,139,000	360,000	5	—	—	—
Bathurst Railway and Market House	17,000	4,000	21,000	13,400	5	—	—	—
Sturminster	60,000	22,000	82,000	58,071	3½	—	—	—
Stonehouse Pool Improvement	50,000	10,000	60,000	50,000	1½	—	—	—
Wentworth and City	540,000	171,000	711,000	540,000	3	—	—	—
<i>See also "West London Extension," and "Weymouth and Portland."</i>								
London, Brighton, and South Coast	20,827,000	7,070,000	28,897,000	3,303,618 2,097,430* 2,057,430	1½ 0 1½	1,052,000	5	1
				—	—	1,01,700	5	1
<i>Lined to or worked by the London, Brighton, and South Coast.</i>								
Brighton and Dyke	72,000	34,000	106,000	22,000 24,000* 17,000	NH NH NH	—	—	—
Hayling Railway	60,000	23,000	83,000	44,120	NH	—	—	—
<i>See also "Victoria Station and Pinner," and "West London Extension."</i>								
London, Chatham, and Dover	30,380,800	1,128,977	31,509,777	11,220,282	NH	220,000 120,000	5½ 4½	5½ 4½
<i>Lined to the London, Chatham, and Dover.</i>								
Mil Kent (Bouley to St. Mary Clay)	50,000	20,000	70,000	61,500	4	—	—	—
<i>See also "Victoria Station and Pinner."</i>								
London Corporation (Foreign Office, Market, Deptford, Railway).	—	32,250	32,250	—	—	—	—	—
Londonberry (Buckham to Sandhurst)	<i>Private Property.</i>							
London, Tilbury, and Southend	2,942,430	661,000	3,603,430	1,604,255	5½	—	—	—
				—	—	—	—	—
London, Walthamstow, and Rippingham	2,020,000	873,300	2,893,300	—	—	—	—	—
Loughborough and Shepshed	80,000	20,000	100,000	—	—	—	—	—
Leeds and East Coast	<i>Lined to the Great Northern.</i>							
Leicester and Barnet	85,000	28,500	113,500	84,000	NH	—	—	—

No. 1.—AMOUNT OF CAPITAL, &c., 1899.

NOTE.—The figures in *italics* show the amounts included in the figures in *Roman type*.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Unrealised.		
				Amount.	Rate of Dividend paid.	Amount.	Grossed Rate of Dividend.	Rate of Dividend.
Macclesfield Committee	£	£	£	£	Per cent.	£	Pounds.	Sols.
Mansfield and Melksham	370,000	904,800	1,274,800	323,000	Nil	—	—	—
Manchester Ship Canal and Railway	3,000,000	7,504,000	10,504,000	3,007,434	Nil	—	—	—
Manchester, South Junction, and Altrincham.	—	216,000	216,000	—	—	—	—	—
Maidenhead and Gorton	Underwriting vested in the Midland and North-Western Junction Company under the							
Maryport and Carlisle	777,800	110,000	887,800	773,800	11	3,000	5	1
Marsden	21,000	8,400	29,400	21,000	Nil	—	—	—
Marylebone and Driffield	—	—	—	—	—	—	—	—
Marsy	3,510,000	1,409,000	4,919,000	1,084,300	Nil	—	—	—
Metropolitan Railway Joint Committee	The line is the joint property of the "Great Northern," "Leamington and York,"							
Metropolitan Railway Capital	10,241,915	3,716,492	13,958,407	5,701,820	2½	100,000	8	1
Metropolitan Loans Capital	2,640,915	—	2,640,915	2,640,915	2½	—	—	—
				2,640,915	2½	—	—	—
See also "Hammersmith and City"								
Metropolitan District	7,175,454	2,007,990	9,183,444	2,280,000	Nil	1,200,000	4	1
						214,464	4½	1
Richmond Extension	320,000	—	320,000	—	—	320,000	4	4
Reading Extension	250,000	—	250,000	—	—	250,000	4½	4
Richmond Extension	300,000	—	300,000	—	—	300,000	4½	4
Whitechapel and Bow Extension	440,000	—	440,000	—	—	165,000	2	2
Reception and Piccadilly Circus	200,000	—	200,000	—	—	—	—	—
Wentworth & Metropolitan	270,000	90,000	360,000	210,000	Nil	—	—	—

Worked by the Metropolitan District.

No. 1.—AMOUNT OF CAPITAL, &c., 1899.

NOTE.—The figures in italics show the amounts (included in the figures in Roman type)

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP MONEY.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Unlaid.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Interest.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Metropolitan and Metropolitan District, City Lines and Extensions.	Lines owned by the "Metropolitan" and "Metropolitan District" Railways.							
Mid-Kent (Bromley to St. Mary Cray).	Lent to the London, Chatham, and Dover.							
Midland	180,790,908	32,320,230	178,289,140	33,484,617	2½	10,232,047	2½	2½
				38,484,947	—	7,533,187	2½	—
				41,974,740	—	—	—	—
Worked by the Midland. } Tottenham and Forest Gate	100,000	200,000	300,000	225,000	Nil	150,000	3	3
See also the "Cheshire Lines Committee," "Midland and Great Northern Railways Joint Committee," "North and South Western Junction," and "Tottenham and Hampstead Junctions."								
Midland and Great Northern Railways Joint Committee.	1,200,000	—	1,200,000	—	—	1,200,000	3	3
Midland and North-Eastern Committee (Barnes to Knottingley).	The line is the joint property of the "Midland" and "North-Eastern" Railways.							
Midland and North-Western Junction	592,072	1,204,763	2,196,835	994,267	Nil	165,354	3	3
				—	—	41,344	4	4
Mid Wales	Worked by the Great Western.							
Midland Haven Dock and Railway	100,000	40,000	140,000	74,230	2½	—	—	—
Mobel and Dunlop Junction	Worked by the London and North-Western.							
Mossley Railway and Pier	100,000	35,330	141,330	45,032	5	—	—	—
Worked by the Mossley Railway and Pier Company. } Swansea and Mumbles	120,000	50,000	170,000	40,000	5	—	—	—
Howell Hill and Palace	Worked by the Great Northern.							
North and Brecon	684,790	690,560	1,343,350	278,230	Nil	—	—	—
				—	—	—	—	—
North, Pontardawe, and Bryn-Aman	372,000	124,000	496,000	1,050	Nil	—	—	—
Norfolk, Godalming, and St. Lawrence	Worked by the Isle of Wight Central.							
Northampton and Banbury Junction	915,000	300,000	1,215,000	100,000	Nil	—	—	—
North and South-Western Junction	105,000	33,000	138,000	128,000	7½	—	—	—
North Central	Worked by the London and North-Western.							
North-Eastern	36,001,885	35,273,863	71,275,748	37,000,181	6½	8,000,785	4	4
				369,300	6½	218,574	4	4

31st December 1899.—ENGLAND AND WALES—continued.

with the Capitals of the Companies have been nominally increased. See note, page 1.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Per cent.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
Companies: the Capital is included in the Returns of those Companies.												
1,647,000	2½	2½	335,364,375	1,000	—	2,35,186,354	2½	23,186,354	27,522,031	30,522,031	* Preferred Converted Ordinary Stock.	
6,57,000	4½	7½	57,032,792	—	—	11,700,437	2½	11,700,437	73,733,520	—	+ Deferred Converted Ordinary Stock.	
20,400	4	1½	606,000	—	—	162,000	4	162,000	505,000	—	‡ Consisting of 10,000,000, subscribed to here, the joint property of the "Midland" and other companies; and 507,000 to other companies.	
—	—	—	1,200,000	—	—	—	—	—	1,200,000	—		
Companies: the Capital is included in the Returns of those Companies.												
465,324	5	30½	700,065	3,000*	5	1,68,593	3	1,04,793	1,81,528	—	* Capitalized value of Stock-charges.	
—	—	—	4,654	—	—	107,471	5	107,471	228,805	—		
—	—	—	74,230	—	—	45,482	5	45,482	119,711	—		
27,000	4	4	64,392	—	—	—	—	—	64,392	—	The undertakings of the Companies were loaned to the Swenson, Improvement and Trustways Company from the 1st July 1899.	
32,000	4½	4½	115,000	—	—	30,000	4	30,000	145,000	—		
60,402	4	30	602,632	—	—	678,078	4	678,078	1,335,710	—	* Nominal reduction of capital.	
7,122	—	—	257,455*	—	—	71,538*	—	71,538*	221,271*	—		
—	—	—	1,000	—	—	—	—	—	1,000	—		
142,000	5½	7½	329,750	4,070*	5	111,000	5	204,308	410,758	—	* Capitalized value of Land Reimbursements.	
74,750	—	—	120,000	—	—	170,000	5	—	120,000	—	* Under the Companies' Clauses, Consolidation Act, 1845, the Company created share capital in lieu of loan capital. The line is loaned to the "London and North-Western," "Midland," and "North London" Companies.	
3,23,207	4	4	49,811,103	1,000	3	23,223,562	3	23,223,562	73,148,145	130,000		
—	—	—	—	6,000	3½	—	—	—	—	—		
—	—	—	—	4,000	3½	—	—	—	—	—		
—	—	—	—	1,000	4	—	—	—	—	—		
—	—	—	—	—	—	5,000,000	3	5,000,000	7,610,000	—		

No. 1.—AMOUNT OF CAPITAL, &c., 1890.

NOTE.—The figures in italics show the amounts (included in the figures in Pound Sterling).

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP MONEY.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	By Dividend.
North Eastern— <i>continued.</i>	£	£	£	£	Per cent.	£	Per cent.	£
<i>Leased to the North-Eastern.</i> Great North of England, Clatter and Hartlepool Junction.	74,000	—*	74,000	41,070	8	16,918	4½	—
Scarborough, Beilington, and West Riding Junction.	220,000	63,325	283,325	244,253	2	—	—	—
<i>North's and Eastern.</i>	<i>Leased to the Great Eastern.</i>							
North Haldenham Light	Powers transferred to the North Eastern Company under Act 62 & 63 Vict., c. 2.							
North London <i>See also "North and South-Western Junction."</i>	3,233,000	1,660,760	4,893,760	2,020,400	7½	—	—	—
North Pembroke and Palsford	Undertaking vested in the Great Western Company under Act 62 & 63 Vict., c. 2.							
North Staffordshire <i>See also "Macclesfield Committee."</i>	3,223,473	3,183,922	6,407,395	3,230,140	4½	1,170,000	5	—
				40,140	4½	—	—	—
North Sunderland	31,000	10,333	41,333	34,720	Nil	—	—	—
North Wales and Liverpool Committee	The line is the joint property of the "Great Central," and "Wireless, Ltd."							
North Wales (narrow gauge)	100,000	54,000	154,000	65,075	Nil	—	—	—
				—	—	—	—	—
North West London	1,600,000	200,000	2,000,000	—	—	—	—	—
Nottingham and Grimsby Railway and Canal.	<i>Leased to the Great Northern.</i>							
Nottingham Joint Station Committee .	1,000,000	—	1,000,000	—	—	910,200	5	—
Nottingham Suburban	<i>Worked by the Great Northern.</i>							
Oldham, Ashton-under-Lyon, and Guide Bridge Junction.	340,000	—*	340,000	262,700	—*	40,000	4½	—
Oxford and Aylesbury Tramroad	100,000	35,000	135,000	2,765	Nil	—	—	—
<i>(Acid 30th November 1890.)</i>								
Pennine Extension	<i>Leased to the Taff Vale.</i>							
Pennine Harbour, Dock, and Railway .	<i>Leased to the Taff Vale.</i>							
Penzance, Newlyn, and West Cornwall Light.	170,000	55,000	225,000	—	—	—	—	—
Plymouth and Dartmouth	411,000	123,300	534,300	33,000	Nil	—	—	—
Plymouth, Darnley, and South-Western Junction.	<i>Worked by the London and South-Western.</i>							
Portsmouth, Gosport, and Boddington .	48,000	15,900	63,900	20,000	Nil	—	—	—
Port Talbot Railway and Dock	1,280,000	320,320	1,600,320	600,000	2*	—	—	—
Potteries Electric Traction (Potteries Light Railway).*	—	—	—	—	—	—	—	—
Preston	<i>Worked by the Great Western.</i>							
Stretford and Ealing	50,000	12,000	62,000	24,000	Nil	—	—	—
Bedford and Chesham	40,000	7,500	47,500	40,700	Nil	—	—	—

31st December 1899.—ENGLAND AND WALES.—continued.

which the Capitals of the Companies have been nominally increased. See note, page 1.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Per cent.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
10,750	6	5	72,518	—	—	—	—	—	72,518	—	*Borrowing power exercised by the "North-Eastern" Company.
—	—	—	264,285	—	—	72,000	4½	72,000	346,285	—	
350,000	4½	4½	2,970,400	—	—	6,500	4	970,846	3,941,246	—	*Minimum rate, 4½; maximum, 5.
70,000	—	—	—	—	—	264,356	4½	—	—	—	
216,733	3	3	7,333,473	—	—	2,745,990	3	2,745,990	10,079,463	222,479	
1,027,113	3	3	1,027,472	—	—	800,019	5	800,019	1,827,491	—	
2,308	4	NIL	53,806	4,300*	5	—	—	6,390	30,105	—	*Capitalised value of Lost Receipts.
Gosport & Gosport Railway Company; the Capital is included in the returns of these Companies.											
17,380	6	NIL	83,265	—	—	39,477	4	43,490	126,755	—	*The line is vested jointly in the "Great Central" and "London and North-Western" Railway Companies, and the railway capital is subscribed by them. The borrowings have been transferred, and are secured by the Companies jointly. The balance of net receipts after payment of dividend on authorised Capital and interest on Debenture Stock is divided equally between the two Companies.
—	—	—	—	—	—	3,563	5	—	—	—	
—	—	—	—	—	—	4,745	4	4,740	4,740	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	915,200	—	—	—	—	—	915,200	—	
—	—	—	322,500	—	—	45,600	4	40,000	362,500	—	
—	—	—	2,765	—	—	—	—	—	2,765	—	
—	—	—	—	—	—	—	—	—	—	—	
20,000	5	—	200,000	4,000	3	20,305	4	24,685	224,685	—	Railway authorised under the Light Railways Act, 1895.
15,000	5	NIL	—	200	5	—	—	—	—	—	
10,000	5	NIL	—	—	—	—	—	—	—	—	
—	—	—	20,000	200	5	—	—	4,200	24,200	—	
10,120	4	4	915,836	8,000	5½	—	—	—	923,836	—	
1,432*	3	3	—	—	—	—	—	—	—	—	*Interest paid out of capital under the Company's Act of 1894.
—	—	—	—	—	—	—	—	—	—	—	†Amount paid in advance of calls.
—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1895.
—	—	—	—	—	—	—	—	—	—	—	*The Company also serves lines authorised under the Tramways Act, 1870.
—	—	—	24,000	2,000	6	—	—	5,000	29,000	—	For amount of capital see Tramway Board.
—	—	—	49,500	8,000	8	—	—	7,000	56,500	—	

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No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts included in the figures in Roman type.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Beiford, Rotherham, and Barnsley	£ 1,300,000	£ 433,333	£ 1,733,333	£ 300	Per cent. Nil	—	—	Per cent. —
Bombala and Swanton Bay	978,000	320,000	1,298,000	421,232	Nil	—	—	—
Brynary	1,730,478	492,300	2,222,778	420,200 217,348* 217,140†	10 4 4	—	—	—
				25,208 217,148	39 —	—	—	—
Boss and Monmouth	Worked by the Great Western.							
Bosher Valley Light	60,000	30,000	90,000	50,732	5	—	—	—
Bourish and Keltie Fell Mineral	30,000	15,000	45,000	26,220	2	—	—	—
St. Austell and Pustewan Railway, Harbour and Dock.	Private property.							
St. David's	90,000	30,000	120,000	—	—	—	—	—
Salisbury Railway and Market House	Worked by the London and South-Western.							
Sandwich Railway and Harbour	Private property.							
Scarborough, Bridlington, and West Riding Junction.	Worked by the North-Eastern.							
Sheffield and Midland Committee	Line owned by the "Great Central" and "Midland" Railway Companies; the Capital.							
Sheffield District	300,000	99,000	399,000	290,000	3*	—	—	—
Shapley Light	60,000	20,000	80,000	750	Nil	—	—	—
Shrewsbury and Hereford	675,000	—	675,000	—	—	50,000 625,000	4½ 4	4½ 4
"Great Western" and "London and North-Western" Companies in respect of the.								
Shropshire:								
Shrewsbury (separate Undertaking)	—	—	—	—	—	—	—	—
Market Drayton (separate Undertaking).	—	—	—	—	—	—	—	—
Shropshire Union Railway and Canal.	Leased to the London and North-Western.							
Slidmouth	Worked by the London and South-Western.							
Smallbanch District	20,000	4,600	24,600	20,000	Nil	—	—	—
Somerset and Dorset	1,467,000	1,289,513	2,756,513	662,994 360,000*	Nil 3½	—	—	—
South-Eastern	21,822,735	7,444,295*	29,267,030	2,721,120 3,680,000† 3,680,000† 400 10	2½ 6 1½ Nil 4	994,500 500,000	4½ 5½	4½ 4
Leased to or worked under agreement with South-Eastern.								
Bexley Heath	251,500	83,500	335,000	75,000	Nil	150,000	5	5
Cranbrook and Paddock Wood (Light).	120,000	43,000	173,000	120,000	3½	—	—	—
London and Greenwich	1,084,290	233,333	1,317,623	861,840	2½	—	—	—

31st December 1899.—ENGLAND AND WALES—continued.
 when the Capitals of the Companies have been recently increased. See note, page 1.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBT-STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debt-stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.			
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debt-stock.		Total raised by Loans and Debt-stock.						
Amount.	Per cent.	Rate of Interest.		Amount.	Rate of Interest.	Amount.	Rate of Interest.							
£	Per cent.	Rate of Interest.	£	£	Per cent.	£	Per cent.	£	£	£				
—	—	—	300	—	—	—	—	—	300	—				
302,388	3	3½	933,719	35,000*	5	234,000	4	269,000	1,294,719	—	*Capitalized value of Rent charges.			
175,543 (540)	4	4	1,048,026	—	—	401,000	4	401,000	2,260,226	—	*Preferred Ordinary Stock.			
120,000	4	4	478,688	—	—	—	—	—	478,688	—	+Deferred Ordinary Stock.			
—	—	—	48,732	—	—	9,000	4	9,000	67,732	—				
—	—	—	26,226	—	—	10,000	4	10,000	46,226	—	As at 31st January 1899.			
—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—				
included in the returns of these Companies.														
300,000	5	3*	300,000	—	—	20,000	4	50,000	380,000	—	*Rate of interest paid during construction.			
—	—	—	750	—	—	—	—	—	750	—	Railway authorised under the Light Railways Act, 1896.			
—	—	—	675,000	—	—	—	—	—	675,000	—				
—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	There are neither Directors nor Officers to make the return.			
—	—	—	20,000	2,220	4½	—	—	2,220	22,220	—				
35,656	4½	NII	1,225,220	—	—	300,000*	1	1,225,220	2,450,220	12,000	*Rate of interest paid during construction. The company are entitled to a maximum rate of interest of 5 per cent. per annum, provided the net receipts of the company are sufficient to pay such rate.			
170,000	6	NII				221,000*	3½				The company pay no annual sum of 516, by way of Bank-charges in respect of loan purchased.			
						108,000*	4							
						443,376	5							
500,012	5	5	20,419,444	—	—	600,000	5	6,700,391	27,169,658	512,218	*Subject to redemption of 100,000, on account of Bank-charges guaranteed by the company.			
1,500,000	5	5				245,000	5½				Preferred Stock.			
300,000	3½	3½				1,450,000	4				Deferred Stock.			
1,615,175	4	4				1,500	4½				Stock in advance of net.			
2,172,580	4½	5½				4,562,440	5				(Consisting of 490,000, subscribed to first, the joint property of the South-Eastern and other companies, and 51,200 to other companies.)			
2,640,020	5	5												
—	—	—	225,000	—	—	75,000	3	75,000	201,000	—				
—	—	—	120,000	—	—	45,000	3½	45,000	170,000	—				
302,750	5	5	1,084,250	50,000	4	54,000	5½	224,500	1,359,250	—				
						121,000	4							

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts included in the figures in Roman type by

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
South Norfolk Light	<i>See note page III.</i>							
Southport and Cheshire Lines Extension	<i>Worked by the Cheshire Lines Committee.</i>							
Southport District Tramroad . . .	60,000	12,330	72,330	—	—	—	—	—
South Wales Mineral	167,220	63,000	230,220	55,640	NH	—	—	—
Southwell	40,000	28,000	68,000	20,960	NH	—	—	—
South Yorkshire Junction	<i>Worked by the Hull, Barnsley, and West Riding Junction.</i>							
Staines and West Drayton	<i>Worked by the Great Western.</i>							
Stamford and Evesham	<i>Worked by the Great Northern.</i>							
Stockbridge	68,000	23,000	91,000	33,000	NH	—	—	—
Stockhouse Pool Improvement . . .	<i>Worked by the London and South Western.</i>							
Stratford-upon-Avon, Tewkesbury, and Midland Junction.	<i>See under East and West Junction.</i>							
Stroud and Painswick (Light) . . .	45,000	15,000	60,000	—	—	—	—	—
Sutton and Wellingborough	<i>Worked by the Great Northern.</i>							
Sutton Bridge Railway and Dock . . .	162,206	197,700	359,906	114,840	NH	—	—	—
Swinson and Middles	<i>Worked by the Middles Railway and Pier Company.</i>							
Taff Vale *	7,695,777	1,555,020	9,250,797	5,162,264	3½	—	—	—
				3,214,534	3½	—	—	—
Teesdale and Hartley Valley	Aberdare	60,000	16,000	66,000	—	20,000	30	10
	Pennarth Extension	15,000	5,000	20,000	—	—	—	—
	Pennarth Harbour, Dock, and Railway.	772,000	257,000	1,029,000	772,000	5½	—	—
Talyllan	15,000	5,000	20,000	15,000	NH	—	—	—
Tanz Valley Light	15,000	5,000	20,000	1,617	NH	—	—	—
Teign Valley	<i>Worked by the Great Western.</i>							
Tenbury	30,000	—	30,000	—	—	20,000	4½	4
<i>* "Great Western" and "London and North-Western" Companies in respect of this.</i>								
Tenterden	300,000	100,000	400,000	—	—	—	—	—
Terrington and Okehampton	250,000	63,333	313,333	14,458	NH	—	—	—
Tottenham and Forest Gate	<i>Worked by the Midland.</i>							
Tottenham and Hampstead Junction .	228,000	—	228,000	273,170	9½	—	—	—
Trent Valley Light	82,500	27,500	110,000	—	—	—	—	—
Trek Valley	122,000	44,000	166,000	—	—	—	—	—
Uxbridge and Rickmansworth	200,000	66,000	266,000	—	—	—	—	—

No. 1.—AMOUNT OF CAPITAL, &c., 1900.

NOTE.—The figures in *italics* show the amounts included in the figures in Roman type.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STAKE.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend.
<i>Fale of Glasgow</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>Per cent.</i>	<i>£</i>	<i>Per cent.</i>	<i>Per cent.</i>
<i>Fale of Bristol Light</i>	<i>Worked by the Barry.</i>							
<i>Albermarle Extension</i>	100,000	30,000	130,000	—	—	—	—	—
<i>Fox</i>	<i>Worked by the Cambrian.</i>							
<i>Ventnor Inclined Light</i>	2,000	—	2,000	7	Nil	—	—	—
<i>Victoria Station and Finsloe</i>	432,500	137,500	570,000	225,000	9	—	—	—
<i>Waterloo and City</i>	<i>Worked by the London and South Western.</i>							
<i>Watford, Edgware, and London</i>	225,000	75,000	300,000	—	—	—	—	—
<i>Widnes and Liscard Light</i>	10,000	12,100	22,100	479	Nil	—	—	—
<i>West Cornwall Railway</i>	<i>See under Great Western.</i>							
<i>West Lancashire</i>	<i>Undertaking transferred to Lancashire and Yorkshire Company.</i>							<i>For Capital as in</i>
<i>West London</i>	180,000	—	180,000	—	—	202,100	2	—
						64,000	3	—
						18,200	6	—
<i>West London Extension</i>	650,000*	165,000	740,000	555,000	Nil	—	—	—
<i>West Manchester Light</i>	50,000	10,000	60,000	—	—	—	—	—
<i>West Metropolitan</i>	190,000	60,000	240,000	—	—	—	—	—
<i>Widnes, Clarendon and Peckham Light Railways.</i>	114,700	27,000	141,700	33,104	Nil	—	—	—
<i>West Riding and Grimsby Joint Committee.</i>	<i>Line owned by the "Great Central" and "Great Northern" Railway Companies.</i>							
<i>West Somerset</i>	<i>Landed to the Great Western.</i>							
<i>West Somerset Mineral</i>	75,000	30,000	105,000	45,500	5	—	—	—
<i>Weymouth and Portland</i>	75,000	25,000	100,000	75,000	4½	—	—	—
<i>Whitechapel and Bow</i>	600,000	220,000	820,000	330,000	3*	—	—	—
<i>Wigan Junction</i>	<i>Worked by the Great Central.</i>							
<i>Windsor and Ascot</i>	428,000	130,000	558,000	—	—	—	—	—
<i>Witral</i>	584,000	232,070	816,070	250,070	½	—	—	—
<i>Woodhouse and Conisbrough</i>	<i>Undertaking abandoned under Act 62 & 63 Vict. c. 22.</i>							
<i>Woolwich and South Croydon Joint Committee.</i>	<i>Line owned by the "London, Brighton, and South Coast" and "South-Eastern" Railways.</i>							
<i>Worcester and Ebbw Vale</i>	<i>Worked by the Cambrian.</i>							
<i>Worcester, Mott, and Connell's Quay</i>	907,330	628,415	1,535,745	438,118	Nil	—	—	—
				13,742	Nil	—	—	—
<i>Woking</i>	60,000	30,000	120,000	44,872	5	—	—	—
<i>Wye Valley</i>	<i>Worked by the Great Western.</i>							
<i>Yorkshire Dales (Skipton to Grassington).</i>	45,000	15,000	60,000	3,618	Nil	—	—	—
TOTAL ENGLAND AND WALES	768,709,125,000	708,742,107,417,237	1,477,451,232,137	553,021,830	—	94,038,448	—	—
				50,022,824	—	13,020,084	—	—

31st December 1899.—ENGLAND AND WALES.—continued.

With the Capitals of the Companies have been nominally increased. See note, page 1.

NET CAPITAL.				CAPITAL RAISED BY LOANS AND DEBT-STOCK.								TOTAL CAPITAL paid up and owned by Loans and Debt-stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid up Stock and Share Capital.	Loans.		Debt-stock.		Total raised by Loans and Debt-stock.						
Amount.	Per cent.	Per cent.		£	Amount.	Rate of Interest.	Amount.	Rate of Interest.	£	Per cent.	£	£	£	
—	—	—	—	—	—	—	—	—	—	—	—	—	The Metropolitan extension was authorized under the Light Railways Act, 1896. The amount of capital authorized to be raised for the extension was shown by shares and bonds, by loans.	
—	—	—	7	—	—	—	—	—	—	—	7	—	Railway authorized under the Light Railways Act, 1896.	
25,000	4½	4½	250,000	—	—	122,222	4½	122,222	—	—	487,222	—		
—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	472	—	—	—	—	—	—	—	472	—	Railway authorized under the Light Railways Act, 1896. The Treasury have agreed, subject to the fulfilment of certain conditions, to grant to the Company the sum of 7,000.	
Lancashire and Yorkshire.														
—	—	—	180,880	—	—	—	—	—	—	—	180,880	—		
—	—	—	652,000	15,000	4	—	—	15,000	—	—	677,000	—	* Amount authorized to be subscribed by the owning Companies.	
—	—	—	—	—	—	—	—	—	—	—	—	—	† Amount subscribed by the owning Companies.	
—	—	—	—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1896.	
11,150	3½	5½	60,234	12,738	5	—	—	12,738	—	—	81,972	—		
10,962	4	5	—	—	—	—	—	—	—	—	—	—		
1,000	4½	5½	—	—	—	—	—	—	—	—	—	—		
Capital is included in the Returns of these Companies.														
21,000	5	5	71,000	13,200	5	14,500	5	30,000	—	—	105,000	13,000		
—	—	—	75,000	—	—	14,500	4	25,000	—	—	200,000	—	Line worked by the "Great Western" and "London and South Western" Companies.	
—	—	—	300,000	—	—	—	—	—	—	—	300,000	—	* Interest paid out of capital under the Company's Act of 1867.	
—	—	—	—	—	—	—	—	—	—	—	—	—		
22,450	4	4	142,250	47,000	3½	129,000	3	21,150	—	—	754,146	—		
50,000	4½	4½	—	52,300	3½	5,000	4	—	—	—	—	—		
—	—	—	—	1,000	4	—	—	—	—	—	—	—		
—	—	—	—	—	—	27,600	3	27,600	—	—	27,600	—		
Companies the Capital is included in the Returns of these Companies.														
114,807	4	5½	372,545	430*	5	566,000	4	566,000	—	—	1,078,594	238,594	* Capitalized value of Land Rents.	
—	—	—	28,749	—	—	48,000	—	48,000	—	—	20,749	—	† Nominal valuation of Capital.	
70,000	5	5	64,572	—	—	—	—	—	—	—	64,572	—	* Excess of 1,000, ordinary capital, 200 preference capital, and 50,000, debt-stock authorized for A Debt-stock of the "Wrexham, Mold, and Corneil's Quay" Railway Company.	
—	—	—	3,618	—	—	—	—	—	—	—	3,618	—		
242,200	—	—	900,000	9,758,004	—	365,000,000	—	365,000,000	—	—	900,000	9,758,004	(TOTAL ENGLAND AND WALES.	
25,000	—	—	107,000,000	5,000	—	40,000,000	—	40,000,000	—	—	107,000,000	—		

No. 1.—AMOUNT of CAPITAL, &c., upon the

Note.—The figures in italics show the amounts included in the figures in Roman type.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
<i>Abolindy, Galloway and North Berwick</i>	<i>Worked by the North British.</i>							
<i>Arbroath and Forfar</i>	<i>Leased to the Caledonian.</i>							
<i>Ayr and Maybole</i>	<i>Leased to the Glasgow and South-Western.</i>							
<i>Bankfoot Light</i>	17,000	5,000	22,000	—	—	—	—	—
<i>Brechin and Edzell District</i>	<i>Worked by the Caledonian.</i>							
<i>Caledonian</i>	42,131,447	11,176,439	53,307,887	6,133,865 10,810,560 10,810,560 2,008,025 270,668	4½ 3 12 N/A N/A	8,545,634	4	4
				10,825,000 2,734,608	— N/A	2,687,834	4	4
<i>Leased to or worked by the Caledonian.</i>								
<i>Arbroath and Forfar</i>	220,000	16,000	236,000	120,000	5½	40,000	6	8
<i>Brechin and Edzell District</i>	42,500	14,166	56,666	27,330	4	—	—	—
<i>Callander and Oban</i>	882,000	284,000	1,166,000	276,710	2½	—	—	—
<i>Callendar District</i>	284,000	194,330	478,330	284,000	2½	—	—	—
<i>Dunfermline and Newtyle</i>	140,000	30,000	170,000	111,250	1½	—	—	—
<i>Kilbride</i>	27,000	5,000	32,000	20,785	¾	—	—	—
<i>Lanarkshire and Ayrshire</i>	475,000	275,000	750,000	382,850	4½	—	—	—
<i>Lanarkshire and Dumfriesshire</i>	1,312,000	387,333	1,699,333	1,231,030	4	—	—	—
<i>Solvay Junction</i>	148,972	—	148,972	148,972	3	—	—	—
<i>Callander and Oban</i>	<i>Worked by the Caledonian.</i>							
<i>Callendar District</i>	<i>Worked by the Caledonian.</i>							
<i>Darnley Light</i>	22,500	7,500	30,000	2,383	N/A	—	—	—
<i>Dunfermline and Newtyle</i>	<i>Leased to the Caledonian.</i>							
<i>Dunfermline Railway</i>	<i>See note, page III.</i>							
<i>Edinburgh and Dalkeith</i>	<i>Leased to the North British.</i>							

31st December 1899.—SCOTLAND.

which the Capitals of the Companies have been recently increased. See note, page 1.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL CAPITAL paid up and called by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Per cent.	Per cent.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£			
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.		
125,000 100,000	4 5	4 5	59,995,007	—	—	9,300,405	4	9,300,405	56,597,502	1,417,389	As at 31st January 1900. (Preferred Convertible Ordinary Stock. (Deferred Convertible Ordinary Stock. (Deferred Ordinary Stock No. 1. (Deferred Ordinary Stock No. 2. [This amount includes two shares, viz., 500,000 and 200,000, a moiety of the dividends on which are repaid by the "North British" and "Glasgow and South-Western" Companies respectively to the "Caledonian" Company.	
147,000	4	4	17,659,673	—	—	—	—	—	17,659,673	—		
—	—	—	220,000	—	—	—	—	—	220,000	—		
—	—	—	37,320	—	—	—	—	—	37,320	—	As at 31st January 1900.	
9,495 10,000	4 4	4 4	680,000	—	—	142,480	4	142,480	738,988	—	As at 31st January 1900.	
—	—	—	984,000	—	—	157,380	4	157,380	441,330	—	As at 31st January 1900.	
—	—	—	111,620	—	—	—	—	—	111,620	—	As at 30th April 1900.	
5,000	4	4	24,785	5,000	3	—	—	5,000	30,785	—	As at 31st January 1900.	
—	—	—	292,850	—	—	223,000	4	223,000	507,850	—	As at 31st January 1900.	
—	—	—	135,160	—	—	312,333	4	312,333	1,023,993	—	As at 31st January 1900.	
—	—	—	148,872	—	—	—	—	—	148,872	—	By Act 18 & 19 Vict. c. 123, the Selkirk Junction Railway is vested in the Caledonian Railway Company. The Act also smooths all previously existing Stocks of the Company, and authorises the issue of 148,872 Selkirk Junction Railway (Caledonian) Guaranteed 3 per cent. American Stock.	
—	—	—	2,383	—	—	—	—	—	2,383	—	Railway authorised under the Light Railways Act, 1896. The Treasury have agreed, subject to the fulfilment of certain conditions, to grant to the Company a sum of 14,000.	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts (included in the figures in Roman type.)

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
<i>Ryanagh</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>Per cent.</i>	<i>£</i>	<i>Per cent.</i>	<i>Per cent.</i>
<i>Finlora</i>	<i>Worked by the North British.</i>							
<i>Forth and Clyde Junction</i>	2,000	3,000	12,000	5,942	Nil	—	—	—
<i>Forth Bridge</i>	<i>Leased to the North British.</i>							
<i>Gifford and Garvald</i>	<i>Worked by the North British.</i>							
	75,000	25,000	100,000	37,090	Nil	—	—	—
<i>Glasgow and Renfrew District</i>	200,000	70,000	270,000	33,420	Nil	—	—	—
<i>Glasgow and South-Western</i>	13,960,711	4,448,311	18,409,022	5,338,008*	2½	1,335,000	4	4
				5,398,000†	2½	135,450	4	4
				442,320	Nil			
				5,338,008	—	187,000	4	4
				442,320	Nil			
<i>Leased to or worked by the Glasgow and South-Western.</i>								
<i>Ayr and Maybole</i>	34,500	—	34,500	34,500	7	—	—	—
<i>Kilmarnock and Troon</i>	40,000	—	40,000	40,000	11	—	—	—
<i>Glasgow District Railway</i>	1,500,000	177,500	1,677,500	700,000	1	—	—	—
<i>Great North of Scotland</i>	3,210,738	1,005,902	4,216,640	930,133*	3	1,250,282	4	4
				1,024,902†	Nil	363,842	4	4
				397,305				
				1,024,902	—	351,000	4	4
				397,305	—			
<i>Highland</i>	5,223,113	2,210,692	7,433,805	2,064,383	1	70,000	6	4
<i>Inverary and Port Angus</i>	270,000	80,000	350,000	220,734	Nil	—	—	—
<i>Edin</i>	<i>Worked by the Caledonian.</i>							
<i>Kilmarnock and Troon</i>	<i>Leased to the Glasgow and South-Western.</i>							
<i>Kilgyle and Bonnybridge</i>	126,000	45,300	181,300	131,960	2½	—	—	—
<i>Leamington and Ayrshire</i>	<i>Worked by the Caledonian.</i>							
<i>Leamington and Dumfriesshire</i>	<i>Worked by the Caledonian.</i>							
<i>London Light</i>	48,000	15,000	63,000	18,744	Nil	—	—	—

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts included in the figures in Roman type.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Lothian, Edinburgh, St. Fillan and Comrie	185,000	55,000	240,000	5,000	Nil	—	—	—
Maitland, Manthwaite, and Dalmeilington	480,000	162,000	642,000	—	—	—	—	—
Newburgh and North Fife	180,000	60,000	240,000	—	—	—	—	—
Newport	<i>Lent to the North British.</i>			—	—	—	—	—
North British	55,178,777	14,898,549	70,077,326	9,312,034 6,889,549	1 2	—	—	—
				9,522,034	2	—	—	—
<i>Lent to or worked by the North British.</i>	Aberlady, Gallons, and North Berwick	65,000	22,000	87,000	88,000	4½*	—	—
	Edinburgh and Bathgate	230,000	—	230,000	270,000	5	—	—
	Eymouth	20,000	10,000	30,000	24,500	3	—	—
	Forth and Clyde Junction	102,000	64,000	166,000	104,300	7	64,000	5
	Forth Bridge	2,325,000	774,999	3,099,999	2,325,000	4	—	—
	Newport	40,500	15,300	55,800	40,000	4½	—	—
	West Highland	1,532,750	689,583	2,222,333	944,755 58,500	3 3	—	—
North of Scotland	45,000	15,000	60,000	—	—	—	—	—
Paisley and Barrhead District	318,000	104,000	422,000	178,070	3*	—	—	—
Preston and Wigtownshire Joint Committee.	491,840	188,000	679,840	—	—	491,840	3½	3
Solway Junction	<i>Undertaking transferred to the Caledonian Company.</i>			<i>See Capital, &c., under Caledonian.</i>				
West Highland	<i>Worked by the North British.</i>			—	—	—	—	—
Wick and Lybster Light	45,500	21,864	67,364	—	—	—	—	—
TOTAL SCOTLAND	722,027,308	34,176,073	756,203,381	70,603,682 30,572,223	— —	13,076,198 2,781,630	— —	— —

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts (included in the figures in Roman type):

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Ballymore	90,000	45,000	135,000	51,834	1	10,000	5	1
Belfast and County Down (See also Downpatrick, Killough, and Ardara, p. 46.)	960,981	378,000	1,338,981	334,140	4½	17,000	5	1
Belfast and Northern Counties . . .	2,153,838	892,119	3,045,957	892,763	5½	—	—	—
Leased to or worked by the Belfast and Northern Counties.	Derry Central	220,000	100,000	320,000	25,230	Nil	60,000	5
	Lisnaveedy and Dungiven	75,000	25,000	100,000	20,000* 46,733	5 Nil	—	—
Central Ireland Railways	See under Waterford and Central Ireland.							
City of Dublin Junction	See under Dublin, Wicklow, and Wexford.							
Glenashilly Extension	Worked by the Cork, Brandon, and South Coast.							
Cork and Macroom Direct	126,500	90,108	216,608	82,050	2½	—	—	—
Cork, Brandon, and South Coast . . . (See also Baltimore and Skibberreen, and Bantry Bay Extension, p. 46.)	564,034	190,000	754,034	240,000	2½	—	—	—
Worked by the Cork, Brandon, and South Coast.	Bantry Extension	70,000	35,000	105,000	30,000	Nil	40,000	5
	Clonsilla Extension	40,000	20,000	60,000	25,000	Nil	15,000*	5
	Ilan Valley	30,000	45,000	125,000	27,000	Nil	63,000*	5
Cork, Blackrock, and Passage	288,000	90,590	378,590	58,540 20,900* 20,900†	1 2 Nil	—	—	—
Derry Central	Worked by the Belfast and Northern Counties.							
Donegal	97,000	90,000	187,000	58,700	4½	17,000	5	1
Extensions—Separate Undertaking (See also Donegal and Killybegs, and Bannagher and Glenties, p. 46.)	140,000	70,000	210,000	63,000	Nil	—	—	—

31st December 1899.—IRELAND.

which the Capitals of the Companies have been nominally increased. See note, page 1.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	STOCKS TO OTHER COMPANIES.	REMARKS.
Preferential			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Percentage of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
—	—	—	11,434	—	—	27,648	4	27,648	53,283	—		
20,000	4	4	909,281	2,807*	5	128,000	3	336,163	1,229,444	—	*Capitalised value of Land Recharges.	
20,000	4½	4½				185,304	4					
22,149	3	3	2,007,923	—	—	729,502	4	729,502	2,747,330	100,486		
90,000	4	4										
55,235	4	4	55,578	—	—	—	—	—	55,578	—		
35,110	5	Nil	130,240	100,000	4	—	—	100,000	230,240	—		
—	—	—	66,732	13,601	4	—	—	13,601	80,334	—	*Interest guaranteed by the Sickness Company of London at 5 per cent. per annum on this account for 25 years from the opening of the railway.	
44,130	5	5	133,200	—	—	74,730	4	74,730	212,530	—		
204,072	4	4	602,372	—	—	117,670	4	180,220	745,064	37,500	In addition to the sums raised by the issue of stocks and shares, the Company has received 15,000 <i>l.</i> from Government towards the construction of the Bantry Bay Extension line.	
45,380	5½	5½				71,624	4½					
—	—	—	70,000	—	—	36,000	5	36,000	106,000	—		
—	—	—	40,000	—	—	28,000	4	20,000	68,000	—	*Terminal Shares. Guaranteed	
—	—	—	80,000	—	—	90,000	4	40,000	120,000	—	*Terminal Shares. Guaranteed	
25,000	4	4	220,340	—	—	43,320	4	45,120	263,470	—	*Preferred Shares.	
50,000	4	4				300	4½				†Interest on the amount	
5000	5	5				2,340	4½				varies with the rate of discount on three months Irish Bills. The average rate paid was 4½ per cent. per annum.	
20,000	4	4	66,940	—	—	47,180	4	40,312	107,252	—	As at 1st November 1899.	
						30,469	5				*Interest on the amount varies with the rate of discount on three months Irish Bills. The average rate paid was 4½ per cent. per annum.	
						11,900	—				†Interest on the amount varies with the rate of discount on three months Irish Bills. The average rate paid was 4½ per cent. per annum.	
			62,000	—	—	17,820	4	17,820	81,912	—	As at 1st November 1899.	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts (included in the figures in Roman type);

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK, &c.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
<i>Dublin and Kingstown</i>	<i>Lent to the Dublin, Wicklow, and Wexford.</i>							
Dublin, Wicklow, and Wexford	2,025,000	923,223	2,948,223	700,180	Nil	—	—	—
City of Dublin Junction	300,000	150,000	450,000	25,000	Nil	225,000	4	4
<i>Lent to the Dublin, Wicklow, and Wexford.</i> } <i>Dublin and Kingstown</i>	350,000	110,000	460,000	350,000	6½	—	—	—
Dundalk, Newry, and Greenore	451,000	—	451,000	270,900	Nil	—	—	—
Great Northern of Ireland	5,822,514	2,503,188	8,325,702	3,222,736	6½	860,270	4	4
				—	—	141,854	4	4
Great Southern and Western of Ireland (See also Mitchelstown and Fermoy, p. 44; and Headford and Kenmare, and Killarney and Valentia, p. 45.)	7,468,940	2,590,879	10,059,819	5,324,005	5	—	—	—
<i>See Folio</i>	<i>Worked by the Cork, Brandon, and South Coast.</i>							
<i>Letterkenny</i>	<i>Worked by the Londonderry and Lough Swilly.</i>							
<i>Lisnaddy and Dungiven</i>	<i>Worked by the Belfast and Northern Counties.</i>							
<i>Limerick and Kerry</i>	<i>Worked by the Waterford, Limerick, and Western.</i>							
Litaval and Ballyvaughan	22,000	11,000	33,000	22,000	Nil	—	—	—
Londonderry and Lough Swilly	170,000	44,385	214,385	48,772	7	—	—	—
<i>Worked by the Londonderry and Lough Swilly.</i> } <i>Letterkenny</i>	180,000	123,000	273,000	57,125	Nil	—	—	—
Midland Great Western of Ireland (See also Ballinacree and Clonsilla, and Loughrea and Arklow, p. 44; and Ashill Extension; Ballyvaughan and Killybegs; Galway and Clifden; and Westport and Malinbeg, p. 46.)	4,181,859	2,347,966	6,529,825	2,370,000	4½	402,256	4	4

31st December 1899.—IRELAND—continued.

which the Capitals of the Companies have been materially increased. See note, page 1.

PAID CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSIDIES TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.				
Amount.	Per cent.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.	Total raised by Loans and Debenture Stock.		
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	
100,000	4	Nil	1,770,126	—	—	400,802	4	338,927	2,323,277	—
150,000	4½	Nil				257,585	4½			
150,000	5	Nil				94,430	4½			
150,000	5	3								
200,000	5	2								
200,000	5	2								
30,000	4	Nil	300,000	—	—	107,600	4	107,600	437,600	—
—	—	—	350,000	300	Nil	61,000	3½	61,000	411,300	—
—	—	—	370,000	—	—	—	—	—	370,000	—
120,000	4	4	5,072,981	—	—	2,163,736	4	2,163,736	7,770,617	2,000
4,000	5	4	22,164	—	—	150,000	4	230,500	252,664	—
1,300,100	5	4	6,025,795	—	—	2,462,062	4	2,462,062	9,114,856	600,000
—	—	—	20,000	11,000	5	—	—	11,000	31,000	—
40,000	5	5	96,397	18,400	3½	9,200	3½	26,000	124,397	—
—	—	—		1,200	5	6,400	4			
—	—	—	57,105	85,000	4	—	—	87,750	144,855	—
—	—	—		2,700	5					
200,000	4	4	4,027,236	—	—	1,244,360	4	2,307,134	6,344,670	—
200,000	5	5				700,000	4½			
						260,700	4½			

*Decreasing powers transferred to the "London and North-Western" Company.

No. 1.—AMOUNT OF CAPITAL, &c.

NOTE.—The figures in italics show the amounts (included in the figures in Round £).

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP CAPITAL.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Excess of Dividend.
	£	£	£	£	Per cent.	£	Per cent.	£
Phoenix and Portanna Bridge	—	—	—	—	—	—	—	—
Rockbrook and Newcastle Junction	Worked by the Waterford, Limerick, and Western.							
Sligo, Licklin, and Northern Counties	200,000	250,000	450,000	100,000	Nil	50,000	5	—
Southern	Worked by the Waterford, Limerick, and Western.							
Trillick and Fintona	Worked by the Waterford, Limerick, and Western.							
Waterford and Central Ireland	783,943	494,314	1,278,257	504,447	Nil	—	—	—
Central Ireland Railways	207,480	00,000	207,480	27,580	14	—	—	—
Waterford and Tralee	58,000	15,350	73,350	48,000	5	—	—	—
Waterford, Limerick, and Western (See also Athlone and Tralee Extension to Clonsilla, p. 44, and Clonsilla and Clonsilla, p. 44).	1,703,412	940,031	2,643,443	507,000	Nil	100,000	4	—
Limerick and Kerry	124,000*	385,000*	509,000	110,000	Nil	14,350	5	—
Rathkeale and Newcastle Junction.	98,180	94,370	192,550	16,743	Nil	—	—	—
Southern	301,000	181,000	482,000	71,350	Nil	62,000	5	—
Trillick and Fintona	45,000	15,000	60,000	13,850	Nil	30,000	5	—
TOTAL IRELAND	58,354,325	12,933,908	71,288,233	18,406,304	—	2,031,916	—	—
						142,854	—	—

Leased to or worked by the
Waterford, Limerick and
Western.

31st December 1890.—IRELAND—continued.

The Capitals of the Companies have been actually increased. See note, page 1.

PAID-UP CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.			
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.							
Amount.	Per cent.	Rate of Interest.		Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	Per cent.	Rate of Interest.	£	£	Per cent.	£	Per cent.	£	£	£			
—	—	—	—	—	—	—	—	—	—	The line was taken possession of by a creditor on 6th January 1870, and has been closed for traffic since that date.			
30,000	5	Nil	290,000	—	—	100,000 37,500 78,000 67,500*	3½ 4 3 Nil	384,301	494,301	—			
31,600	5	4½	782,042	2,300 125 5,000*	4 3 4	444,250	5	469,750	1,251,811	8,750			
—	—	—	—	—	—	88,874	5	88,874	88,874	—			
—	—	—	27,480	—	—	—	—	—	27,480	—			
—	—	—	—	—	—	—	—	—	—	As at 29th September 1889. * Capitalised value of Land Rentscharges.			
10,000	5	5	28,000	14,500	4	—	—	14,500	72,500	—			
20,000 20,000 1,500 20,000	3½ 4 5 5	3½ 4 5 5	1,700,000	—	—	508,000 41,150 10,000 372,850	4 4½ 4½ 4½	924,350	2,724,350	115,500			
25,000 14,700	5 4	5 4	72,677	—	—	—	—	—	72,677	—			
—	—	—	224,550	11,000	0	172,550 47,500 75,700	4 4 4	270,812	494,562	—			
—	—	—	—	—	—	—	—	—	—	The Company was authorised by its Act of 1884 to convert guaranteed shares and debenture loans into debenture stock.			
30,000	5	Nil	30,813	16,000	5	1,370 2,300 74,100	4½ 4½ 5	94,870	121,183	—			
65,000	5	Nil	301,870	71,085	4	34,903	4	405,888	307,708	—			
—	—	—	43,850	15,000	5	—	—	15,000	58,850	—			
183,150	—	—	37,816,817	390,750	—	11,601,000	—	11,992,271	38,809,088	558,690			
60,700	—	—	370,550	—	—	200,374	—	200,374	444,500	—			
704										TOTAL IRELAND.			

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts included in the figures in Roman type by

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND			
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.	
				Amount.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.

LIGHT RAILWAYS AUTHORISED UNDER THE

	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Athlone and Town Extension to Claremorris.	100,000	—	100,000	2,000	Nil	68,000	4	4
Ballinacorney and Timoleague Junction.	See under Timoleague and Courtmacsherry Extension.							
Ballinrobe and Claremorris	60,000	—	60,000	—	—	71,640	5	5
Bombrook and Newry Tramway	20,000	0,500	20,500	15,000	2	—	—	—
Boag and Enniskerry	50,000	25,000	75,000	25,000	Nil	—	—	—
Carrickbegs Harbour Junction	7,500	5,000	12,500	750	Nil	0,500	5	5
Cavan and Leitrim (Limited)	300,000	—	300,000	—	—	180,340	5	5
Clogher Valley	150,000	—	150,000	—	—	123,340	5	5
Cock and Monkserry	75,000	—	75,000	—	—	75,000	5	5
Doughmore Extension	35,000	—	35,000	3,000	Nil	30,000	4	4
Longfuta and Attymora	70,000	—	70,000	—	—	54,445	5	5
Mitchelstown and Fermoy	60,000	—	60,000	—	—	60,000	5	5
Schell and Slievebreen Tramway and Light Railway.	57,000	—	57,000	—	—	57,000	5	5
Schell and Slievebreen Tramway and Light Railway Extension.	1,000	—	1,000	—	—	—	—	—
Seath Cross (Limited)	140,000	—	140,000	20,000	Nil	120,000	4	4
Timoleague and Courtmacsherry Extension.	12,000	—	12,000	—	—	12,000	5	5
Ballinacorney and Timoleague Junction.	25,000	—	25,000	—	—	25,000	5	5
Trillick and Dingle	70,000	—	70,000	20,000	Nil	40,000	4	4
West Clare (Limited)	180,000	—	180,000	10,000	Nil	160,000	4	4
TOTAL LIGHT RAILWAYS	1,441,000	30,500	1,471,500	112,250	—	1,120,905	—	—
GRAND TOTAL, IRELAND	30,765,215	12,990,400	43,755,615	56,000,000	—	2,177,822	—	—
						111,654	—	—

TABLE No. 1A.

RAILWAYS AUTHORISED UNDER THE LIGHT RAILWAYS (IRELAND) ACT, 1889, THE RAILWAYS (IRELAND) ACT, 1890, THE TRANSFER OF RAILWAYS (IRELAND) ACT, 1890, AND THE RAILWAYS (IRELAND) ACT, 1896.

LENGTH of RAILWAYS authorised under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, and the Railways (Ireland) Act, 1896; and name of the Company by which such lines are worked or are to be worked.

Name of Railway.	Length of Line.	Working Railway Company.
	Miles.	
Ashill Extension - - - - -	8½	Midland Great Western of Ireland.
Bellina and Killalee - - - - -	8	Midland Great Western of Ireland.
Baltimore and Skibbereen - - - - -	7½	Cork, Brandon, and South Coast.
Bantry Bay Extension - - - - -	2	Cork, Brandon, and South Coast.
Buncrana and Cardonagh - - - - -	18½	Londonderry and Lough Swilly.
Collooney and Claremorris - - - - -	47½	Waterford, Limerick, and Western.
Donegal and Killybegs - - - - -	19	Donegal.
Downpatrick, Killough, and Ardglass - - - - -	8	Belfast and County Down.
Galway and Clifden - - - - -	48	Midland Great Western of Ireland.
Headford and Kenmare - - - - -	19¾	Great Southern and Western of Ireland.
Kilbeggin and Valentia - - - - -	26¾	Great Southern and Western of Ireland.
Latterkenney and Burtonport - - - - -	49½	Londonderry and Lough Swilly.
Stranorlar and Glenties - - - - -	24½	Donegal.
Westport and Malinbeg - - - - -	18	Midland Great Western of Ireland.

RAILWAY RETURNS.—1899.

No. 2.—TRAFFIC, &c.

RETURN showing the NUMBER of PASSENGERS and QUANTITY of GOODS conveyed and the RECEIPTS therefrom, upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, during the year 1899.

No. 2.—Traffic, &c., ENGLAND.

NAME OF COMPANY.	MONTHS OF YEAR, IN WHICH OPENED THE SERVICE 1899.	PASSENGER TRAFFIC.						GOODS TRAFFIC.		NUMBER OF TRAILED VEHICLES.		
		NUMBER OF PASSENGERS CARRIED (including of Season and Festival Traffic).						Holloway of Season or Festival and Traffic.	General Merchandise.	Passenger Vehicles.	Stock and Motor Vehicles.	
		Single or more.	First.	Second.	Third.	Fourth.	Fifth.					
Abertillery		Linked to the F&W Line.							Total.	Total.		
Abingdon		Linked to the Great Western.										
Alcester, Gt. Newport and North Western Junction and Railway.	9	—	—	9	—	—	—	4,029,740	218,364	—	10,620	
Ashted and Portbury		Worked by the Great Western.										
Barnes (Including the "F&W of Gloucesters.")	24	5	52	12,307	104,798	1,717,675	1,202,632	509,770,000	80,118	954,700	10,000	
Barnley Heath		Worked by the North-Eastern and Eastern Railway Company's Managing Committee.										
Birkenhead		Worked jointly by the Great Western and London and North Western.										
Birmingham and Midland Junction		Worked by the Great Western.										
Walsley Castle	—	30	30	407	4,747	27,041	38,550	1	6,029	6,024	10,000	
Blackpool and Fleetwood Tramroad	7	1	8	—	—	1,751,140	1,751,140	50,000	—	10,000	—	
Bromley and Kentish Town Junction	21	30	30	5,122	11,009	50,350	60,000	84	1,072,000	100,000	10,000	
Bristol and		See under Somerset and Dorset.										
Bristol		Linked to the Great Western.										
Brighton and Brighton		Worked by the Southern, Brighton, and South Coast.										
Brighton and Hove Junction Southern Electric (Tramway).	—	3	3	—	—	100,000	100,000	—	—	—	—	
Bristol		Worked by the Western, Midland and Cornwall's Group.										
Bristol and Gloucestershire		Linked to the London and North Western.										
Bury Park and Overdale Valley	—	11	11	—	—	—	—	100,000	—	—	10,000	
Canterbury	1	548	552	46,828	80,000	1,254,450	1,254,450	900	107,000	115,000	10,000	
Canterbury Churn and Wotton-at-Bowden	—	6	6	—	—	—	—	100,000	—	—	—	
Canterbury	1	1	1	—	—	—	—	1,000,000	1,100,000	—	—	
Canterbury, Wotton, and Selly Oak	—	8	8	110	—	10,140	10,170	8	1,000	10,000	10,000	
Charnwood Forest		Worked by the London and North Western.										
Cheshire, Limited	—	1	1	100	1,000	10,000	10,000	100	1,000	1,000	10,000	
Cheshire Lines Committee (Including the "Northampton and Cheshire Lines Extension.")	215	10	100	100,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	10,000	
City and South London	3	—	3	—	—	1,000,000	1,000,000	100	—	—	—	
Clifton and Worthing Junction	12	12	12	100	—	10,000	10,000	100	1,000,000	1,000,000	10,000	
Colebrook, Kewick, and Tenthredine	5	50	50	5,000	15,000	100,000	100,000	100	1,000,000	1,000,000	10,000	
Cotter Valley and Rainton	—	10	10	1,000	—	10,000	10,000	100	1,000,000	1,000,000	10,000	
Cotter	—	11	11	1,000	—	10,000	10,000	100	1,000,000	1,000,000	10,000	
Crawford and Potters Wood (Light)		Worked by the South Eastern and Eastern Railway Company's Managing Committee.										
Dagenham and Barking		Worked by the Great Western.										
Dagenham, Barking, and Barkingham		Worked by the Great Western and London and North Western.										
Dagenham and Barkingham	9	—	9	11,000	10,000	100,000	100,000	10	1,000,000	1,000,000	10,000	
Dagenham (Including the "Dagenham Extension.")	5	—	5	—	—	—	—	—	—	—	—	
Dagenham	—	5	5	1,000	10,000	100,000	100,000	10	1,000,000	1,000,000	10,000	
Dagenham and Barkingham		Worked by the Great Western and London and North Western.										
Dagenham and Barkingham	—	10	10	1,000	1,000	10,000	10,000	10	1,000,000	1,000,000	10,000	

* Registered number of annual tickets.

† Only one class of ticket issued.

AND WALES, in 1899.

[illegible]

† Duration 1,400, provided for workman's weekly salary.

[illegible]

* The Use is the property of the Falmouth, Devonport and North Western Junction Railway Company, and is worked by the Company.

† The Railway is merely a branch line from the docks to the London and North-Western Railway.

1. A short bus, 1 mile 41 chains in length, belonging to the London and N. & C. Railway Joint Company, runs from the North Woodville station to Oxford. Passengers and parcels which constitute the traffic on the line are carried in the trains of the Great Western Railway.

the Books Company from the railway in the year 1888 with £,494 and the expenditure so far as it can be separated from the book expenditure.

RECEIPTS FROM PASSENGERS						RECEIPTS FROM FREIGHT TRAFFIC						RECEIPTS FROM ALL SOURCES OF REVENUE		NAME OF COMPANY	
1st Class	2nd Class	3rd Class	Children	Total	Freight	Passenger	Mail	Express	Total	Freight	Passenger	Mail	Express		Total
4	6	4	4	4	6	6	6	6	6	6	6	6	6	6	East and West Yorkshire Union.
5	7	5	5	5	7	7	7	7	7	7	7	7	7	7	East, Central, and West Yorkshire Union.
10	14	10	10	10	14	14	14	14	14	14	14	14	14	14	East, Central, and West Yorkshire Union.
15	21	15	15	15	21	21	21	21	21	21	21	21	21	21	East, Central, and West Yorkshire Union.
20	28	20	20	20	28	28	28	28	28	28	28	28	28	28	East, Central, and West Yorkshire Union.
25	35	25	25	25	35	35	35	35	35	35	35	35	35	35	East, Central, and West Yorkshire Union.
30	42	30	30	30	42	42	42	42	42	42	42	42	42	42	East, Central, and West Yorkshire Union.
35	49	35	35	35	49	49	49	49	49	49	49	49	49	49	East, Central, and West Yorkshire Union.
40	56	40	40	40	56	56	56	56	56	56	56	56	56	56	East, Central, and West Yorkshire Union.
45	63	45	45	45	63	63	63	63	63	63	63	63	63	63	East, Central, and West Yorkshire Union.
50	70	50	50	50	70	70	70	70	70	70	70	70	70	70	East, Central, and West Yorkshire Union.
55	77	55	55	55	77	77	77	77	77	77	77	77	77	77	East, Central, and West Yorkshire Union.
60	84	60	60	60	84	84	84	84	84	84	84	84	84	84	East, Central, and West Yorkshire Union.
65	91	65	65	65	91	91	91	91	91	91	91	91	91	91	East, Central, and West Yorkshire Union.
70	98	70	70	70	98	98	98	98	98	98	98	98	98	98	East, Central, and West Yorkshire Union.
75	105	75	75	75	105	105	105	105	105	105	105	105	105	105	East, Central, and West Yorkshire Union.
80	112	80	80	80	112	112	112	112	112	112	112	112	112	112	East, Central, and West Yorkshire Union.
85	119	85	85	85	119	119	119	119	119	119	119	119	119	119	East, Central, and West Yorkshire Union.
90	126	90	90	90	126	126	126	126	126	126	126	126	126	126	East, Central, and West Yorkshire Union.
95	133	95	95	95	133	133	133	133	133	133	133	133	133	133	East, Central, and West Yorkshire Union.
100	140	100	100	100	140	140	140	140	140	140	140	140	140	140	East, Central, and West Yorkshire Union.
105	147	105	105	105	147	147	147	147	147	147	147	147	147	147	East, Central, and West Yorkshire Union.
110	154	110	110	110	154	154	154	154	154	154	154	154	154	154	East, Central, and West Yorkshire Union.
115	161	115	115	115	161	161	161	161	161	161	161	161	161	161	East, Central, and West Yorkshire Union.
120	168	120	120	120	168	168	168	168	168	168	168	168	168	168	East, Central, and West Yorkshire Union.
125	175	125	125	125	175	175	175	175	175	175	175	175	175	175	East, Central, and West Yorkshire Union.
130	182	130	130	130	182	182	182	182	182	182	182	182	182	182	East, Central, and West Yorkshire Union.
135	189	135	135	135	189	189	189	189	189	189	189	189	189	189	East, Central, and West Yorkshire Union.
140	196	140	140	140	196	196	196	196	196	196	196	196	196	196	East, Central, and West Yorkshire Union.
145	203	145	145	145	203	203	203	203	203	203	203	203	203	203	East, Central, and West Yorkshire Union.
150	210	150	150	150	210	210	210	210	210	210	210	210	210	210	East, Central, and West Yorkshire Union.
155	217	155	155	155	217	217	217	217	217	217	217	217	217	217	East, Central, and West Yorkshire Union.
160	224	160	160	160	224	224	224	224	224	224	224	224	224	224	East, Central, and West Yorkshire Union.
165	231	165	165	165	231	231	231	231	231	231	231	231	231	231	East, Central, and West Yorkshire Union.
170	238	170	170	170	238	238	238	238	238	238	238	238	238	238	East, Central, and West Yorkshire Union.
175	245	175	175	175	245	245	245	245	245	245	245	245	245	245	East, Central, and West Yorkshire Union.
180	252	180	180	180	252	252	252	252	252	252	252	252	252	252	East, Central, and West Yorkshire Union.
185	259	185	185	185	259	259	259	259	259	259	259	259	259	259	East, Central, and West Yorkshire Union.
190	266	190	190	190	266	266	266	266	266	266	266	266	266	266	East, Central, and West Yorkshire Union.
195	273	195	195	195	273	273	273	273	273	273	273	273	273	273	East, Central, and West Yorkshire Union.
200	280	200	200	200	280	280	280	280	280	280	280	280	280	280	East, Central, and West Yorkshire Union.
205	287	205	205	205	287	287	287	287	287	287	287	287	287	287	East, Central, and West Yorkshire Union.
210	294	210	210	210	294	294	294	294	294	294	294	294	294	294	East, Central, and West Yorkshire Union.
215	301	215	215	215	301	301	301	301	301	301	301	301	301	301	East, Central, and West Yorkshire Union.
220	308	220	220	220	308	308	308	308	308	308	308	308	308	308	East, Central, and West Yorkshire Union.
225	315	225	225	225	315	315	315	315	315	315	315	315	315	315	East, Central, and West Yorkshire Union.
230	322	230	230	230	322	322	322	322	322	322	322	322	322	322	East, Central, and West Yorkshire Union.
235	329	235	235	235	329	329	329	329	329	329	329	329	329	329	East, Central, and West Yorkshire Union.
240	336	240	240	240	336	336	336	336	336	336	336	336	336	336	East, Central, and West Yorkshire Union.
245	343	245	245	245	343	343	343	343	343	343	343	343	343	343	East, Central, and West Yorkshire Union.
250	350	250	250	250	350	350	350	350	350	350	350	350	350	350	East, Central, and West Yorkshire Union.
255	357	255	255	255	357	357	357	357	357	357	357	357	357	357	East, Central, and West Yorkshire Union.
260	364	260	260	260	364	364	364	364	364	364	364	364	364	364	East, Central, and West Yorkshire Union.
265	371	265	265	265	371	371	371	371	371	371	371	371	371	371	East, Central, and West Yorkshire Union.
270	378	270	270	270	378	378	378	378	378	378	378	378	378	378	East, Central, and West Yorkshire Union.
275	385	275	275	275	385	385	385	385	385	385	385	385	385	385	East, Central, and West Yorkshire Union.
280	392	280	280	280	392	392	392	392	392	392	392	392	392	392	East, Central, and West Yorkshire Union.
285	399	285	285	285	399	399	399	399	399	399	399	399	399	399	East, Central, and West Yorkshire Union.
290	406	290	290	290	406	406	406	406	406	406	406	406	406	406	East, Central, and West Yorkshire Union.
295	413	295	295	295	413	413	413	413	413	413	413	413	413	413	East, Central, and West Yorkshire Union.
300	420	300	300	300	420	420	420	420	420	420	420	420	420	420	East, Central, and West Yorkshire Union.
305	427	305	305	305	427	427	427	427	427	427	427	427	427	427	East, Central, and West Yorkshire Union.
310	434	310	310	310	434	434	434	434	434	434	434	434	434	434	East, Central, and West Yorkshire Union.
315	441	315	315	315	441	441	441	441	441	441	441	441	441	441	East, Central, and West Yorkshire Union.
320	448	320	320	320	448	448	448	448	448	448	448	448	448	448	East, Central, and West Yorkshire Union.
325	455	325	325	325	455	455	455	455	455	455	455	455	455	455	East, Central, and West Yorkshire Union.
330	462	330	330	330	462	462	462	462	462	462	462	462	462	462	East, Central, and West Yorkshire Union.
335	469	335	335	335	469	469	469	469	469	469	469	469	469	469	East, Central, and West Yorkshire Union.
340	476	340	340	340	476	476	476	476	476	476	476	476	476	476	East, Central, and West Yorkshire Union.
345	483	345	345	345	483	483	483	483	483	483	483	483	483	483	East, Central, and West Yorkshire Union.
350	490	350	350	350	490	490	490	490	490	490	490	490	490	490	East, Central, and West Yorkshire Union.
355	497	355	355	355	497	497	497	497	497	497	497	497	497	497	East, Central, and West Yorkshire Union.
360	504	360	360	360	504	504	504	504	504	504	504	504	504	504	East, Central, and West Yorkshire Union.
365	511	365	365	365	511	511	511	511	511	511	511	511	511	511	East, Central, and West Yorkshire Union.
370	518	370	370	370	518	518	518	518	518	518	518	518	518	518	East, Central, and West Yorkshire Union.
375	525	375	375	375	525	525	525	525	525	525	525	525	525	525	East, Central, and West Yorkshire Union.
380	532	380	380	380	532	532	532	532	532	532	532	532	532	532	East, Central, and West Yorkshire Union.
385	539	385	385	385	539	539	539	539	539	539	539	539	539	539	East, Central, and West Yorkshire Union.
390	546	390	390	390	546	546	546	546	546	546	546	546	546	546	East, Central, and West Yorkshire Union.
395	553	395	395	395	553	553	553	553	553	553	553	553	553	553	East, Central, and West Yorkshire Union.
400	560	400	400	400	560	560	560	560	560	560	560	560	560	560	East, Central, and West Yorkshire Union.
405	567	405	405	405	567	567	567	567	567	567	567	567	567	567	East, Central, and West Yorkshire Union.
410	574	410	410	410	574	574	574	574	574	574	574	574	574	574	East, Central, and West Yorkshire Union.
415	581	415	415	415	581	581	581	581	581	581	581	581	581	581	East, Central, and West Yorkshire Union.
420	588	420	420	420	588	588	588	588	588	588	588	588	588	588	East, Central, and West Yorkshire Union.
425	595	425	425	425	595	595	595	595	595	595	595	595	595	595	East, Central, and West Yorkshire Union.
430	602	430	430	430	602	602	602	602	602	602	602	602	602	602	East, Central, and West Yorkshire Union.
435	609	435	435	435	609	609	609	609	609	609	609	609	609	609	East, Central, and West Yorkshire Union.
440	616	440	440	440	616	616	616	616	616	616	616	616	616	616	East, Central, and West Yorkshire Union.
445	623	445	445	445	623	623	623	623	623	623	623	623	623	623	East, Central, and West Yorkshire Union.
450	630	450	450	450	630	630	630	630	630	630	630	630	630	630	East, Central, and West Yorkshire Union.
455	637	45													

^b Equivalent number of anionic ticks.

* This line is the property of the "Great Northern" Company, but is worked by the "Great Northern" and/or Union.

* The railway is heavily a branch line from the Godes to the Grand Rapids Railroad.

[illegible]

²² The freight rates for steamship freight are included with those from the railroad traffic and not with the miscellaneous receipts. The Company state that no amounts of steamship freight are also kept, and also that they cannot comply with the requirements of the Regulation of Railways Act, 1891.

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPEN ON 24th December 1904.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		REVENUE BY PASSENGER TRAINS.	
	DOUBLED OR NOT.	Single.	Total.	NUMBER OF PASSENGERS CARRIED BY PASSENGER AND FREIGHT TRAINS.				Tons of Goods.	Value of Goods.	Passenger Trains.	Goods and Freight Trains.	
				1st Class.	2nd Class.	3rd Class (including Children).	Total.					
London, Chatham, and Dover	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London, Tilbury, and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and South-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	100,000	100,000	100,000
London and North-Eastern	Done worked by the	1	1	1,000	4,000	100,000	100,000	100	100,000	10		

* Including 40,000 million free long-distance calls.

¹ In addition to the traffic on the Canal, according to U.S. FANS logs of seizures, and 3,971,019 tons of general cargo, of which drugs, tobacco and alcohol were the major items, were seized along the Canal, in possession of 74,000 cartons in the Maritime Transport Canal Company's Area in Panama.

¹ Represented by name of James Smith. ² Including \$200 million run by United States. ³ The Company received in addition \$200 million from the sale of its assets.

22 Amalgamated with the Midland from 1st July 1989.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

NAME OF COMPANY	INCOME OR LOSS for 12 months ending 31st December 1900		PASSENGER TRAFFIC.					GOODS TRAFFIC.		TOTALS OF RAIL TRAFFIC IN 1900	
			NUMBER OF PASSENGERS (including Third-Class and Periodical Ticket-holders)				Tons of Goods or Freight and Vehicles	Tons of Freight and Vehicles	Passenger Traffic	Goods and Freight Traffic	
			Details or Notes	English	Foreign	1st Class					2nd Class
North London Railway	100	27	126	236,075	602,127	5,044,375	9,214,125	47,937	796,068	1,000,000	1,000,000
North London	—	—	—	—	—	15,340	17,750	1	2,500	—	—
North Wales and Liverpool, Manchester	14	—	34	7,480	—	60,000	67,480	800	977,700	10,700	10,700
North Wales (Mersey Docks)	—	71	15	404	—	10,000	10,404	13,515	13,701	1,000	1,000
Northampton and Great Eastern Railway and Canal	Linked to the Great Eastern.										
Northampton Railway	Worked by the Great Eastern.										
Ordnance, Ashton-under-Lyne, and Leeds Bridge Junction	0	—	0	10,000	70,000	1,000,000	1,080,000	15,000	250,000	100,000	100,000
Oxford and Aylesbury Railway, for the eleven months ended 30th September 1900	—	—	—	—	—	71,000	71,000	1	17,700	4,000	12,700
Pennine Railway	Linked to the Great Eastern.										
Pennine Railway, Leeds, and Railway	Linked to the Great Eastern.										
Plymouth and Dartmouth	—	11	11	—	—	—	—	—	61,000	—	—
Plymouth, Dartmouth, and South-Western Junction	Worked by the London and South-Western.										
Portsmouth, Gosport, and Brighton	—	0	0	—	—	—	—	—	8,140	11,000	—
Port Talbot Railway and Docks	—	34	34	400	—	100,000	100,400	10,000	100,000	40,000	140,000
Portsmouth	Worked by the Great Eastern.										
Portsmouth and Totland	—	7	7	100	—	10,000	10,100	50	100	100	100
Portsmouth and Gosport	—	10	10	—	—	—	—	—	10,000	5,000	—
Portsmouth and Gosport	34	14	10	1,500	5,000	100,000	106,500	10,000	100,000	10,000	110,000
Portsmouth	50	10	40	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the Great Eastern.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	100,000	10,000	—
Portsmouth and Gosport	—	4	4	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	4	4	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	4	4	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000	—	—
Portsmouth and Gosport	80	10	10	1,000	10,000	100,000	111,000	10,000	100,000	10,000	110,000
Portsmouth and Gosport	Worked by the London and South-Western.										
Portsmouth and Gosport	—	0	0	—	—	—	—	—	10,000		

* Estimated number of sexual ticks: The number of workmen's weekly ticks issued was 100,000.

† For the remainder of the year the tax was worked by the Metropolitan Company.

² Exports of the Threshold device, which is certified by the London and Holland-Heuvels Company, including, also, as has been by other brands.

[illegible]

† Number of workers's deaths listed.

For length of time of each group, see page 78.

‡ Including all 200 colleges run by religious orders.

* including 620,000 million r.r. by revised index

TABLE No. 24

The following Companies have, in addition, given the Number of Miles of Single, Double, Triple, and Quadruple Lines of Rails belonging to or worked by them.

[illegible]

No. 2.—Traffic, by

THE FINANCIAL YEAR OF THE SCOTCH RAILWAY COMPANY.

NAME OF COMPANY.	LATEST OF LINE IN SERVICE ON 31st January 1900.		PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF PAS- SAGEGERS ON TRAIN.		
	Coaches or more.	Wagons.	Trucks.	1st Class.	2nd Class.	3rd Class (Third-class Trucks included).	Totals.	Tons of Goods or Freight per 100 Miles.	Mileage.	Classed Merchandise.	Passenger Trains.	Goods and Mixed Trains.
Abertillery, Galloway, and North British				Worked by the North British.						Tons.	Yards.	
Abertillery and Tynemouth				Let out to the Collieries.								
Ayr and Wemyss				Let out to the Glasgow and South-Western.								
Barnsley and Leeds District				Worked by the Collieries.								
Collieries	540	500	500	5,707,000	—	42,000,000	64,000,000	42,000	1,000,000	1,000,000	1,000,000	1,000,000
Collieries and Tynemouth				Worked by the Collieries.								
Collieries and Tynemouth				Worked by the Collieries.								
Doncaster and Tynemouth				Let out to the Collieries.								
Edinburgh and Redgate				Let out to the North British.								
Fife and Perth				Worked by the North British.								
Fife and Perth				Let out since 20th January 1900.								
Fife and Perth Junction				Let out to the North British.								
Fife and Perth				Worked by the North British.								
Glasgow and North-Western	600	600	600	6,000,000	—	10,000,000	17,500,000	7,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow District Railway	7	—	7	—	—	10,000,000	10,000,000	—	—	—	10,000,000	—
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								
Glasgow and North-Western	80	100	100	1,000,000	—	1,000,000	1,000,000	1,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the Glasgow and South-Western.								
Glasgow and North-Western				Worked by the Collieries and North British.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Worked by the Collieries.								
Glasgow and North-Western				Let out to the North British.								
Glasgow and North-Western	600	700	1,200	1,000,000	—	10,000,000	10,000,000	10,000	1,000,000	1,000,000	1,000,000	1,000,000
Glasgow and North-Western				Let out since 20th January 1900.								

^a Equivalent number of normal thioethers.[†] For length of line at each point, see Fig. 10.53.

† Sustained for 1,000,000 cycles even for reduced loading.

4. Each row above is tested in turn

TABLE No. 24

The following Company has, in addition, given the Number of Miles of Single, Double, Triple, and Quadruple or more Lines of Road belonging to or worked by it.

NAME OF COMPANY.	ISSUED AS LISTED IN MEMO OF 20TH JANUARY 1900.				
	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	Total.
SCOTLAND.					
North British " " " " " " " " " "	147	477	4	50	1,178

No. 2.—Traffic, *ditto*

NAME OF COMPANY.	LOADS OF LUMBER AT 1000000000 ON 21st December 1900			PASSENGER TRAFFIC.				Tons of Goods Traded.	Tons of Freight Traded.		
	Douglas or more.	Single.	Total.	1st Class.	2nd Class.	3rd Class (including Parlor Cars).	Total.				
Baltimore	1	20	10	1,607	2,784	145,000	150,000	71	5,771	5,400	1000
Belfast and County Down. (Including the "Belfast," "Belfast," and "Belfast.")	14	60	70	300,000	247,500	1,700,000	2,250,000	15,000	100,000	100,000	1000
Belfast and Northern Counties. (Including the "Belfast," "Belfast," and "Belfast.")	14	112	120	130,000	160,000	1,000,000	1,300,000	1,000	100,000	100,000	1000
City of Dublin Junction	Worked by the Belfast, Dublin, and Wexford.										
County Down	Worked by the Belfast, Dublin, and Wexford.										
Cork and Macroom Direct	1	10	20	1,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")	1	11	11	10,000	10,000	100,000	110,000	10	1,000	10,000	1000
Cork, Dublin, and South Coast. (Including the "Belfast," "Belfast," and "Belfast.")											

^a Including 100th miles run by relay teams.

† 2m/decade 15.646 sq/decade row by column totals.

† Testing done at weekly intervals.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1899.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		STOCKS OF WAGGONS AND TRUCKS AT YEARS	
	Double or more.	Single.	Totals.	NUMBER OF PASSENGERS CARRIED (exclusive of Season and Periodical Traffic)				Tons.	Gross Tons.	Passenger Trains.	Goods and Mineral Trains.	
				1st Class.	2nd Class.	3rd Class (including Periodical)	Totals.					
Blackrock and Howth Junction	-	-	-	Worked by the Waterford, Limerick, and Western.				-	Zero.	Zero.	-	-
Sligo, Lough, and Northern Counties	-	48	48	1,906	4,769	123,548	130,223	31	3,200	51,736	23rd.	-
Southern	-	-	-	Worked by the Waterford, Limerick, and Western.				-	-	-	-	-
Trillick and Fintona	-	-	-	Worked by the Waterford, Limerick, and Western.				-	-	-	-	-
Waterford and Central Ireland, for the year ended 31st September 1899 (Including the "Central District.")	-	31	31	4,851	18,405	270,520	283,776	759	23,000	50,919	145,321	8,232
Waterford and Tralee	-	7	7	70,728	-	141,860	212,588	80	5,000	1,900	23rd.	-
Waterford and Wexford Line	-	-	-	Worked by the Great Southern and Western.				-	-	-	-	-
Waterford, Dungarvey, and Limerick, and Fermoy and Limerick Lines	-	-	-	Worked by the Great Southern and Western.				-	The following are part of the "Finguard and Bender" Lines.			
Waterford, Limerick, and Wexford (Including the "Albany and Wexford Extension to Cassino," "Chelmsford and Clonsilla," "Clonsilla and Rye," "Blackhead and New- castle Junction," "Baltimore, and "Trillick and Fintona.")	37	37	341	30,000	116,694	1,407,741	1,554,435	508	11,800	279,000	497,740	39,124
TOTALS	312	3,200	3,512	5,443,333	2,775,007	21,000,000	26,218,340	25,484	1,300,000	3,000,000	500,000	120,000

* Equivalent number of annual tickets.

† Including 255,207 miles run by mineral trains.

‡ For length of line at each gauge, see page 14.

LIGHT RAILWAYS AUTHORIZED UNDER THE

<i>Athlone and Drogheda Extension to Clonsilla</i>	Worked by the Waterford, Limerick, and Western.											
<i>Ballymore and Drogheda Extension</i>	See Drogheda and Clonsilla Extension, &c.											
<i>Ballymore and Clonsilla</i>	Worked by the Midland Great Western of Ireland.											
<i>Blackrock and Harry Crossway</i>	—	3	3	1,300	—	—	1,300	16,422	75	8,215	4,347	23rd.
<i>Clonsilla and Drogheda Extension</i>	—	1	1	—	—	—	—	—	—	4,000	—	—
<i>Cork and Limerick Junction, for the year ended 31st October 1899.</i>	—	48	48	8,238	—	—	8,238	10,000	20	5,764	10,533	23rd.
<i>Drogheda Valley Railway, for the year ended 30th September 1899.</i>	—	10	10	2,000	—	—	2,000	10,000	11	5,000	10,000	23rd.
<i>Cork and Midway</i>	—	18	18	10,000	—	—	10,000	10,000	200	5,000	10,000	23rd.
<i>Drogheda Extension</i>	—	3	3	100	—	—	100	1,000	40	400	1,000	23rd.
<i>Limerick and Drogheda</i>	Worked by the Midland Great Western of Ireland.											
<i>Midway and Drogheda</i>	Worked by the Great Southern and Western of Ireland.											
<i>School and Drogheda Railway and Light Railway</i> (Including Drogheda Extension)	—	14	14	1,300	—	—	1,300	16,422	—	—	1,300	10,000
<i>Southdown, Limerick, and Drogheda</i>	—	10	10	11,000	—	—	11,000	10,000	10	5,000	10,000	23rd.
<i>Trillick and Drogheda Extension, Limerick, and Drogheda and Drogheda Junction</i>	—	5	5	2,000	—	—	2,000	10,000	1	4,000	1,000	23rd.
<i>Trillick and Drogheda for the year ended 31st December 1899.</i>	—	17	17	4,000	—	—	4,000	10,000	5	2,000	11,000	23rd.
<i>West Down, for the year ended 31st October 1899.</i>	—	27	27	15,000	—	—	15,000	10,000	7	6,000	10,000	23rd.
TOTAL LIGHT RAILWAYS	—	120	120	100,000	—	—	100,000	100,000	300	10,000	10,000	100,000
GRAND TOTAL, IRELAND	432	3,320	3,752	5,543,333	2,775,007	21,000,000	32,218,340	25,784	1,310,000	3,010,000	510,000	120,000

* Equivalent number of annual tickets.

† For length of line at each gauge, see page 14.

‡ Including 255,411 miles run by mineral trains.

TABLE No. 2A.

The following Company has, in addition, given the Number of Miles of Single, Double, Triple, and Quadruple or more of Rails belonging to or worked by it.

NAME OF COMPANY.	LENGTH OF LINE IN MILES IN YEAR DECEMBER 1899.				
	Single Lines.	Double Lines.	Triple Lines.	Four Lines or more.	TOTAL.
IRELAND.					
<i>DUBLIN, WEXFORD, AND WICKLOW</i>	112	30	1	—	143

[illegible]

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TRAMWAYS (IRELAND) ACTS, 1840 TO 1883.

														Adm. and Pass. Extension to O'Donnell's Bridges and Tinsling Junction, Ballymore and Clonsilla.
11	—	710	30	912	—	31	710	646	—	712	1,008	302	1,008	Buskirk and Newry Tramway.
12	—	—	—	—	—	—	—	—	—	12	31	4	100	Clonsilla and Newry Junction.
13	—	4,181	21	4,202	454	30	4,202	5,324	5,324	102	5,381	44	5,555	Clonsilla and Newry, Limited.
14	—	2,883	11	2,894	916	30	2,894	5,510	5,510	102	5,510	54	5,564	Clonsilla and Newry Tramway.
15	—	4,254	146	4,400	710	—	4,400	1,914	404	110	1,308	112	1,522	Clonsilla and Newry.
16	—	100	31	131	31	—	131	127	31	48	175	20	1,950	Clonsilla and Newry.
17	—	—	—	—	—	—	—	—	—	—	—	—	—	Clonsilla and Newry.
18	—	1,230	—	1,230	212	—	1,230	554	550	—	1,051	—	5,550	Clonsilla and Newry.
19	—	5,770	47	5,817	544	143	5,770	1,071	241	430	5,440	80	6,150	Clonsilla and Newry.
20	—	608	1	609	76	30	609	233	76	131	644	10	1,110	Clonsilla and Newry.
21	—	5,555	18	5,573	420	107	5,573	5,770	550	10	5,741	37	5,778	Clonsilla and Newry.
22	—	4,250	50	4,300	654	361	4,300	2,020	1,202	434	4,067	51	11,060	Clonsilla and Newry.
23	—	30,330	450	30,780	5,556	278	30,780	11,071	5,528	1,370	30,502	554	31,556	TOTAL LONDON RAILWAY.
24	12,240	1,072,000	10,440	1,082,440	20,000	170,000	1,000,000	1,170,000	200,000	800,000	1,070,000	10,440	2,172,440	GRAND TOTAL, IRELAND.

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RAILWAY RETURNS.—1899.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

RETURN showing the AMOUNT of the WORKING EXPENDITURE, and of the NET RECEIPTS, &c., and NUMBER of EACH KIND of ROLLING STOCK, for the several RAILWAY COMPANIES, in ENGLAND and WALES, SCOTLAND, and IRELAND, for the Year 1899.

No. 3.—Working Expenditure, Net Receipts, &c.

NAME OF COMPANY.	Date of Issue on 31st December 1900.	Length of Line in Miles open on 31st December 1900.	WORKING EXPENDITURE.											
			Maintenance of Way, Works, &c.	Locomotives, Power, Stationary Engines, &c.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Working and Miscellaneous).	General Charges.	Salaries and Taxes.	Depreciation, &c.	Contingencies (not for Repairs and Maintenance).	Other Contingencies (not for Repairs and Maintenance).	Grants and Subsidies.	Other Receipts.	
London and North-Western	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Great Eastern	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and South-Eastern	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Chatham	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Tilbury	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Blackfriars	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Victoria	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Fenchurch	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Roper	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Cannon	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Fenchurch	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Roper	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Cannon	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Fenchurch	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Roper	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Cannon	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Fenchurch	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Roper	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Cannon	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Fenchurch	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Roper	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Cannon	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Fenchurch	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Roper	1899	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
London and Cannon	1899													

* In 1994 a sum of £3,000 was carried to a reserve fund for the purpose of meeting liabilities under the Workmen's Compensation Act, 1907, set up under the 1994 Act.

NAME OF COMPANY.	Status of Line at 31st December 1905.	Length of Line in Miles open on 31st December 1905.	WORKING EXPENDITURE.											
			Maintenance of Way, Works, &c.	Materials, Power, Fuel, &c.	Repairs and Renewals of Carriages and Waggon.	Trains, Engines, Roadways, and Miscellaneous.	General Expenses.	Salaries and Wages.	Overhead Charges.	Depreciation.	Contingencies, &c.	Total.		
East and West Yorkshire Railway	Pl. Co.	4 3/4	0	£ 733	£ 5,500	£ 120	£ 1,770	£ 1,115	£ 701	£ 8	£ 1	£ 1	£ 1	£ 1
East Central Mineral (Outlook to Collingtree)		2 6	7	126	569	20	415	205	80	—	—	—	—	—
East Kent Railway		10 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
East London Water Frontage		4 1/4	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Eds Valley		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—	27,042	5,432	5,427	100	10	10	10	10
Edinburgh, Dalkeith, and Glasgow and Great Eastern		1 1/2	7	1,001	—	—</								

*The book is the property of the *Pirbright, Devonport, and South Western Electric & Mechanical Department, and is issued by the 5001445

= Cost of presenting for services.

12 The railway is merely a branch line from the Poole to the London and South Western Railway. The railway is merely a branch line from the Poole to the Great Eastern Railway.

[illegible][illegible]

[illegible]

^a The short highway belonging to the Company is used only for the transit of goods between the Great Southern Railway and the South
^b Including its electric motive carriages.
^c Nine of passenger and 10 of goods.

Registered, Cattle and Horses in 1907		All other animals not included in the above		Total		Value of stock, in 1907		Value of stock, in 1906		Value of stock, in 1905		Value of stock, in 1904		Value of stock, in 1903		Value of stock, in 1902		Value of stock, in 1901		Value of stock, in 1900		Value of stock, in 1907		Value of stock, in 1906		Value of stock, in 1905		Value of stock, in 1904		Value of stock, in 1903		Value of stock, in 1902		Value of stock, in 1901		Value of stock, in 1900					
No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.				
1	1,000	1	1,000	2	2,000	3	3,000	4	4,000	5	5,000	6	6,000	7	7,000	8	8,000	9	9,000	10	10,000	11	11,000	12	12,000	13	13,000	14	14,000	15	15,000	16	16,000	17	17,000	18	18,000	19	19,000	20	20,000
21	21,000	22	22,000	23	23,000	24	24,000	25	25,000	26	26,000	27	27,000	28	28,000	29	29,000	30	30,000	31	31,000	32	32,000	33	33,000	34	34,000	35	35,000	36	36,000	37	37,000	38	38,000	39	39,000	40	40,000		
41	41,000	42	42,000	43	43,000	44	44,000	45	45,000	46	46,000	47	47,000	48	48,000	49	49,000	50	50,000	51	51,000	52	52,000	53	53,000	54	54,000	55	55,000	56	56,000	57	57,000	58	58,000	59	59,000	60	60,000		
61	61,000	62	62,000	63	63,000	64	64,000	65	65,000	66	66,000	67	67,000	68	68,000	69	69,000	70	70,000	71	71,000	72	72,000	73	73,000	74	74,000	75	75,000	76	76,000	77	77,000	78	78,000	79	79,000	80	80,000		
81	81,000	82	82,000	83	83,000	84	84,000	85	85,000	86	86,000	87	87,000	88	88,000	89	89,000	90	90,000	91	91,000	92	92,000	93	93,000	94	94,000	95	95,000	96	96,000	97	97,000	98	98,000	99	99,000	100	100,000		

¹ Arranged with the London and North Western from 28 Feb 1966.

¹ A Division Plan to the General Staff, included in previous reports, but I Amalgamated with the London and North Western from 24 July 1964.

[illegible]

* Locomotive power supplied by the Great Central and London and North Western Railway Companies.

1 Amount paid to Great Northern Railway Company for working the Couleberg Traffic. The Goods Traffic is carried in the trains of the Great Northern Railway Company.

These advantages of the London, Charing and Epsom Company, and the Northern and Midlands Railways, Limited, have been tested for a further improvement and economy company. For further particulars see Yarns and Hosiery.

§ Amount paid to "affiliated" company for working expenses on traffic handled by the company over facilities of the line. Allowance is computed using the time for carrying initial traffic.

[illegible]

It flew from the South Eastern Railway Company. It flew at 200 m.p.h. and was seen by several witnesses.

[illegible]

* For the remainder of the year the bus was worked by the Metropolitan Company

day of the year (the line was worked by the Metropolitan Railway, for one of which a toll is paid

4. Associated with the South-Eastern from the GHI 1971

4 Jura of carriage and baggage

of 2000 of carriages and wagons

[illegible][illegible]

No 3.—Working Expenditure, Net Receipts.

THE FINANCIAL YEAR OF THE SCOTCH RAILWAY COMPANIES, 1904.

[illegible]

† The lengths of line at each stage is as follows: 2.

Georgi	-	-	-	-	-	PL (in.) 4 9	PL (in.) 4 8 1/2
Lang's	-	-	-	-	-	M (in.) 7	M (in.) 3, 4, 5

No. 3.—Working Expenditure, Net Receipts and Losses

NAME OF COMPANY.	Gauge of Line at 1st December 1900.	Length of Line in Miles open on 1st December 1900.	WORKING EXPENDITURE.														
			Maintenance of Way, Works, &c.	Locomotive Power (including subsidiary engines).	Trains and Expenses of Carriages and Waggon.	Traffic Expenses (Coaching and Horehaling).	General Charges.	Water and Tonnage.	Government Duty.	Contingencies for Employees under the Workmen's Compensation Act, 1900.	Contingencies for Personal Expenses.	Depreciation of Plant, Tools, and Materials.	Depreciation of Buildings and other Structures.				
Railways	20. 00.	20.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Belmont and County Down (including the "Downpatrick, Killough, and Ards"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Belmont and Northern Counties (including the "Derry Central" and "Larne and Bangor"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Belmont and Northern Counties (including the "Derry Central" and "Larne and Bangor"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
City of Dublin Junctions	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
County Extension	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Cork and Macroom District	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Cork, Brandon, and South Coast (including the "Bandon and Midwater" "Pearly Extension" "Bantry Bay Extension" "Glenties Extension" and "Don Valley"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Cork, Blackrock, and Passage	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Derry Central	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Derry Central (including the "Derry and Midwater" and the "Bandon and Midwater"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Dublin and Kingston	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Dublin, Wicklow, and Wexford (including the "City of Dublin Junction" and "Dublin and Kingston"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Dundalk, Ferry, and Greenore	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Great Northern of Ireland	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Great Southern and Western of Ireland (including the "Bandon and Midwater" "Pearly Extension" "Bantry Bay Extension" "Glenties Extension" and "Don Valley"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Great Southern and Western of Ireland (including the "Bandon and Midwater" "Pearly Extension" "Bantry Bay Extension" "Glenties Extension" and "Don Valley"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Great Southern and Western of Ireland (including the "Bandon and Midwater" "Pearly Extension" "Bantry Bay Extension" "Glenties Extension" and "Don Valley"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Great Southern and Western of Ireland (including the "Bandon and Midwater" "Pearly Extension" "Bantry Bay Extension" "Glenties Extension" and "Don Valley"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Great Southern and Western of Ireland (including the "Bandon and Midwater" "Pearly Extension" "Bantry Bay Extension" "Glenties Extension" and "Don Valley"?)	2 0	10	10,515	10,200	4,078	10,011	2,700	2,102	-	507	100	10	10	10	10	10	10
Great Southern and Western of Ireland (including the "Bandon and Midwater" "Pearly Extension" "Bantry Bay Extension" "Glenties Extension" and "Don Valley"?)	2 0	10															

* Pensions paid by the company for insurance against period liability for accident to railway and steamboat employees. The sum stated on the schedule is by the company under the Workmen's Compensation Act, 1907, for the year 1908.

and Rolling Stock, IRELAND, in 1899.

[illegible]

† The railway is constructed with a single elevated rail.

NAME OF COMPANY.	Gauge of Line at last December 1899.	Length of Line in Miles open to traffic at last December 1899.	WORKING EXPENDITURE.									
			Maintenance of Way, Works, &c.	Locomotive Running Expenses.	Repairs and Repurchase of Carriages and Waggonage.	Trains Expenses (Working and Maintenance).	General Charges.	Rates and Taxes.	Management Salaries.	Compensation to Employees under the Railway Companies Act, 1892.	Compensation for Injuries to Persons.	Other Expenses.
Midland Great Western of Ireland (Including the "Ashill Extension," "Sutton and Kildare," "Ballymore and Clonsilla," "Droghda and Clonsilla," "Longford and Sligo," and "Wexford and Malinbeg.")	4 ft. 6 in.	328	71,008	89,000	25,819	81,081	15,808	18,308	-	150	170	65
Ashill and Farnham Junction	Worked by the Waterford, Limerick, and Western.											
Sligo, Lifford, and Northern Counties	4 ft. 6 in.	41	8,545	5,345	1,007	3,250	800	177	-	-	-	10
Southern	Worked by the Waterford, Limerick, and Western.											
Prose and Frost	Worked by the Waterford, Limerick, and Western.											
Waterford and Central Ireland, for the year ended 30th September 1899. (Including the "Central Ireland.")	4 ft. 6 in.	66	8,248	5,607	1,813	5,779	5,008	575	-	15	-	20
Waterford and Tramore	4 ft. 6 in.	7	602	1,081	243	608	500	85	-	-	-	-
Waterford and Fingert Lane	Worked by the Great Southern and Western.											
Waterford, Donnybrook and Limerick, and Jersey and London Lines.	Worked by the Great Southern and Western.											
Waterford, Limerick, and Western (Including the "Athlone and Tralee Extension to Carrigrohane," "Athlone and Carrigrohane," "Limerick and Carrigrohane," "Limerick and Tralee," "Limerick and Newmarket Junction," "Limerick," and "Tralee and Fingert.")	4 ft. 6 in.	342	57,384	81,033	12,475	42,067	11,360	5,196	-	10	120	10
TOTAL	-	527	171,022	202,008	42,352	147,890	47,448	24,200	-	185	270	105

LIGHT RAILWAYS AUTHORIZED IN 1899.

Athlone and Tralee Extension to Carrigrohane	Worked by the Waterford, Limerick, and Western.											
Ballymore and Clonsilla Junction	Worked by the Waterford, Limerick, and Western.											
Ballymore and Carrigrohane	Worked by the Midland Great Western of Ireland.											
Beaumont and Ferry Railway	4 ft. 6 in.	2	188	516	544	670	502	80	-	-	-	4
Carrigrohane Harbour Extension	4 ft. 6 in.	2	80	38	-	-	5	40	30	-	-	-
Carrigrohane Harbour Extension	4 ft. 6 in.	48	3,007	3,000	150	3,485	850	107	-	-	-	1
Carrigrohane Harbour Extension, for the year ended 30th September 1899.	4 ft. 6 in.	20	1,204	1,200	600	1,507	350	50	-	-	-	1
Cork and Malinbeg	4 ft. 6 in.	18	3,500	3,501	718	9,219	220	80	-	-	-	1
Donnybrook Extension	4 ft. 6 in.	9	540	600	300	840	140	15	-	-	-	-
Longford and Sligo	Worked by the Midland Great Western of Ireland.											
Malinbeg and Carrigrohane	Worked by the Great Southern and Western of Ireland.											
Malinbeg and Carrigrohane Extension and Malinbeg Railway (Including the "Athlone Extension.")	4 ft. 6 in.	14	1,700	1,907	500	500	207	30	-	-	-	1
North Clare, Limited, for the year ended 31st October 1899.	4 ft. 6 in.	36	2,300	2,300	600	2,000	800	40	-	-	-	1
Thames Valley Railway, for the year ended 30th September 1899.	4 ft. 6 in.	2	521	500	117	600	200	17	-	-	-	1
Thames Valley Railway Extension and Malinbeg and Carrigrohane Extension	4 ft. 6 in.	37	4,370	4,370	900	9,340	600	30	-	-	-	1
West Clare, Limited, for the year ended 31st October 1899.	4 ft. 6 in.	37	3,500	3,500	600	9,370	1,700	35	-	-	-	1
TOTAL LIGHT RAILWAYS	-	223	17,454	17,771	4,300	23,600	5,500	407	-	-	-	10
GRAND TOTAL, IRELAND	-	1,576	407,006	477,008	107,352	347,890	102,200	24,200	-	185	270	115

* Including 4,000 for loss of rolling stock.

† The length of line in each gauge is as follows:—

Gauge	Single-Tracked, &c.	4 ft. 6 in.	5 ft. 6 in.
Length	Miles.	Miles.	Miles.
	1,576	1,576	1,576

Passengers, Food, and Maritime Expenses		Miscellaneous Working Expenses, 1890 not included in the preceding		TOTAL WORKING EXPENDITURE.		TOTAL REVENUE, as given in the EASTERN RAILWAY, No. 3.		NET REVENUE.		Proportion per Coal. of Expenditure to Receipts		RELATING TO THE EASTERN RAILWAY, 1890.						NAME OF COMPANY.						
												CARRIAGE, WAGGONS, TRUCKS, &c.												
												Expenditure.		Carriages used for the Conveyance of Passengers only.		Other Vehicles attached to Passenger Trains.			Wagonage of all kinds used for the Conveyance of Goods, and of all kinds of heavy, bulky, or loose Merchandise.		All other Carriages or Vehicles used for the Conveyance of Passengers, and included in the preceding Column.		Total Number of Vehicles of all Descriptions for the Conveyance of Passengers, Goods, &c., during 1890.	
£	s.	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.		£	s.	£	s.	£	s.
6,220	-	326,422	100,964	326,422	100,964	74	127	376	102	376	102	100	1,612	169	3,725	Midland Great Western of Ireland								
-	1,806	18,207	55,980	18,207	55,980	79	90	18	18	18	18	-	-	160	South-east and Newcastle Junction.									
-	1,401	95,461	60,005	95,461	60,005	84	71	91	10	104	1	826	Nags, Lifford, and Northern Counties.											
-	-	5,818	7,078	5,818	7,078	43	4	27	1	1	1	31	Southern.											
-	-	-	-	-	-	-	-	-	-	-	-	-	Trains and Road.											
-	-	-	-	-	-	-	-	-	-	-	-	-	Waterford and Central Ireland.											
-	-	-	-	-	-	-	-	-	-	-	-	-	Waterford and Tralee.											
-	-	-	-	-	-	-	-	-	-	-	-	-	Waterford and Wexford Lines.											
-	-	-	-	-	-	-	-	-	-	-	-	-	Waterford, Wexford, and Limerick, and Fermoy and Limerick Lines.											
-	-	-	-	-	-	-	-	-	-	-	-	-	Waterford, Limerick, and Western.											
19,641	12,309	3,084,114	3,692,018	3,084,114	3,692,018	81	794	1,786	1,601	17,719	665	51,889	TOTAL.											

THE TRAMWAYS (IRELAND) ACTS, 1880 to 1883.

[illegible]

4. **Dissemination** the diseases caused by people from outside

RAILWAY RETURNS.—1899.

APPENDIX A.—SEASON AND PERIODICAL TICKETS.

RECEIPTS OF RAILWAY COMPANIES IN ENGLAND AND WALES, SCOTLAND, AND IRELAND
FROM FIRST, SECOND, AND THIRD CLASS (including Workmen's Weekly Tickets)
SEASON AND PERIODICAL TICKETS issued in 1899.

NOTE.—The Board of Trade are indebted to the Railway Companies for having
voluntarily supplied the information given in the following Table.

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1899.—ENGLAND AND WALES.

Note.—The Returns for worked or leased lines are included in those of the working Companies.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Barry (including leased and worked lines, for names of which see p. 45)	£ 171	£ 349	£ 1,379	£ 1,919
Bishop's Castle	—	—	8	8
Blackpool and Fleetwood Tramroad	—	—	633	633
Broom and Maethyr Tydfil Junction	38	192	40	270
Brighton and Rottingdean Seashore Electric (Tramroad)	—	—	—	—
Cambrian (including leased and worked lines, for names of which see p. 45)	552	60	1,634	2,246
Caswood, Wistow and Selby Light	—	—	14	14
Chandis, Limited	3	4	9	16
Cheshire Lines Committee (including leased and worked lines, for names of which see p. 45)	22,067	—	28,939	51,006
City and South London	—	—	2,234*	2,234
Cleator and Workington Junction	45	—	94	139
Cockermouth, Keswick, and Penrith	202	199	397	798
Colne Valley and Halstead	64	—	76	140
Corris	—	—	281	281
Dover and Deal (Joint Committee)	26	37	—	63
Easingwold	4	—	25	29
East and West Junction and Stratford-upon-Avon, Towcester, and Midland Junction Joint Committee.	18	—	13	31
East London (Joint Committee)	276	1,194	103	1,573
Festiniog	8	12	1,973	1,993
Furness	1,519	52	3,548	5,119
Garstang and Knot End	—	—	20	20
Glyn Valley Tramway	15	—	2	17
Great Central (including leased and worked lines, for names of which see p. 45)	13,417	—	29,016	42,433
Great Eastern (including leased and worked lines, for names of which see p. 45)	96,215	169,963	42,390	310,468
Great Northern (including leased and worked lines, for names of which see p. 45)	52,328	93,889	42,849	188,966
Great Western (including leased and worked lines, for names of which see p. 45)	64,284	83,964	12,513	140,761
Hull, Barnsley, and West Riding Junction Railway and Dock (including leased and worked lines, for names of which see p. 45)	294	—	405	699
Isle of Wight	119	485	179	783
Isle of Wight Central (including leased and worked lines, for names of which see p. 45)	297	803	199	1,299
Lambourn Valley	—	—	—	—
Lancashire and Yorkshire (including leased and worked lines, for names of which see p. 45)	See note page iii. 106,277	35,853	137,178	265,338
Lancashire, Derbyshire, and East Coast	28	—	143	171
Lee-on-the-Solent	See note page iii.	—	—	—
Liskeard and Corwen	—	—	—	—
Liverpool Overhead	—	—	—	—

* Only one class of ticket issued.

APPENDIX A.—RECEIPTS FROM SEASON AND PERIODICAL TICKETS IN 1899.—ENGLAND AND WALES—continued.

NAME OF COMPANY.	RECEIPTS FROM SEASON AND PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
London and North-Western (including leased and worked lines, for names of which see p. 62.)	£ 139,709	£ 58,176	£ 143,358	£ 341,243
London and South-Western (including leased and worked lines, for names of which see p. 62.)	115,193	96,750	8,182	221,035
London, Brighton, and South Coast (including leased and worked lines, for names of which see p. 62.)	198,042	145,193	2,827	346,062
Londonderry (Belfast to Sunderland)	41	34	409	484
London, Tilbury, and Southend	8,352	—	24,736	33,088
Leam and Barnstaple	—	—	7	7
Manchester Committee	122	—	214	336
Manchester and Milford	17	75	12	104
Manchester, South Junction, and Altrincham	11,978	4,362	19,422	35,762
Maryport and Carlisle	582	340	1,499	2,421
Mawdslay	10	5	—	15
Mersey	3,978	2,681	504	7,163
Metley Joint	29	—	146	175
Metropolitan (including leased and worked lines, for names of which see p. 64.)	30,296	46,085	4,419	80,800
Metropolitan District (including leased and worked lines, for names of which see p. 64.)	17,864	28,641	686	47,191
Metropolitan and Metropolitan District City Lines and Extensions	10	79	—	89
Midland (including leased and worked lines, for names of which see p. 64.)	83,420	—	136,145	219,565
Midland and Great Northern Railways Joint Committee	395	—	1,439	2,035
Midland and South-Western Junction	28	35	181	244
North Wales Railway and Pier (including leased and worked lines, for names of which see p. 64.)	279	246	483	988
North and Broom	59	20	765	844
Northampton and Banbury Junction	—	—	—	—
North and South Western Junction	—	13	—	13
North-Eastern (including leased and worked lines, for names of which see p. 64.)	56,363	168	129,282	175,813
North London	22,273	37,656	659	60,588
North Staffordshire	4,399	6,621	10,206	21,226
North Sunderland	—	—	1	1
North Wales (narrow gauge)	10	—	422	432
North Wales and Liverpool Committee	141	—	445	586
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	206	54	1,349	1,709
Oxford and Aylesbury Tramroad	—	—	2	2
Port Talbot Railway and Docks	—	—	607	607
Swansea and Ebbw Vale	—	—	6	6
Swansea and Swansea Bay	51	52	1,816	1,919
Swansea	322	612	1,664	2,598
Sheffield and Midland Committee	1,719	—	4,767	6,486
Somerset and Dorset (including leased and worked lines, for names of which see p. 64.)	533	—	895	1,428
South-Eastern and Chatham Railway Companies Managing Committee (including leased and worked lines, for names of which see p. 64.)	135,501	141,735	35,809	313,045
Southend	—	—	17	17

APPENDIX A.—RECEIPTS FROM SEASON AND PERIODICAL TICKETS in 1899.—ENGLAND AND WALES.—(contd.)

NAME OF COMPANY.	RECEIPTS FROM SEASON AND PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class, (including Workmen's Weekly Tickets).	TOTAL.
Taff Vale - (including leased and worked lines, for names of which see p. 84)	£ 2,480	£ 3,958	£ 8,998	£ 15,436
Talylyn -	—	—	—	—
Weston, Clevedon and Portishead -	—	33	—	33
West Somerset Mineral -	—	—	—	—
Wirral -	3,448	—	3,350	6,798
Wrexham, Mold, and Connah's Quay (including leased and worked lines, for names of which see p. 85)	See note page iii.			—
TOTAL ENGLAND AND WALES - £	1,123,790	960,072	832,993	2,916,855

Note.—The following Companies have given the number of equivalent annual tickets of each class, as well as the receipts therefrom.

NAME OF COMPANY.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	No.	No.	No.	No.
Barry -	24	199	469	292
Great Eastern -	7,314	27,848	6,969	39,131
Isle of Wight -	14	25	38	77
Manchester, South Junction, and Altrincham -	1,324	521	4,193	6,038
Midland and Great Northern Railways Joint Committee -	46	—	335	401
North Staffordshire -	429	1,122	3,141	4,692
Rhymney -	44	95	267	406
Somerset and Dorset -	33	—	226	259

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS
in 1899.—SCOTLAND.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	£	£	£	£
Caledonian (including leased and worked lines, for names of which see p. 80.)	61,788	—	91,797	153,585
Glasgow and South-Western (including leased and worked lines, for names of which see p. 80.)	31,732	—	30,099	51,831
Glasgow District Subway	—	—	—	—
Great North of Scotland	8,492	—	11,060	19,552
Highland	4,311	—	4,249	8,560
North British (including leased and worked lines, for names of which see p. 81.)	71,125	—	42,320	113,445
Perth and Wigtownshire Joint Committee	165	—	321	386
TOTAL SCOTLAND	167,613	—	179,946	347,559

Note.—The following Companies have given the number of equivalent annual tickets of each class, as well as the receipts therefrom.

NAME OF COMPANY.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	No.	No.	No.	No.
Caledonian	14,384	—	37,263	49,097
Glasgow and South-Western	2,138	—	5,204	7,404

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1899.—IRELAND.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.
Belfast	£ 3	£ 7	£ 28	£ 37
Belfast and County Down	5,000	9,735	—	14,735
Belfast and Northern Counties (including leased and worked lines, for names of which see p. 67.)	1,943	2,304	3,489	7,736
Cork and Macroom Direct	13	131	131	275
Cork, Bandon, and South Coast (including leased and worked lines, for names of which see p. 65.)	11	257	338	606
Cork, Blackrock, and Passage	1,010	—	504	1,514
Donegal	—	34	60	94
Dublin, Wicklow, and Wexford (including leased and worked lines, for names of which see p. 65.)	7,683	10,064	25	17,772
Dundalk, Navvy, and Greenore	—	15	33	48
Great Northern of Ireland	3,443	8,363	1,303	13,109
Great Southern and Western of Ireland (including leased and worked lines, for names of which see p. 65.)	1,703	2,844	1,504	5,551
Lisnaw and Ballyvaughan	8	—	35	43
Londonderry and Lough Swilly (including leased and worked lines, for names of which see p. 64.)	41	99	145	285
Midland Great Western of Ireland (including leased and worked lines, for names of which see p. 65.)	562	1,382	242	3,186
Sligo, Leitrim, and Northern Counties	14	20	51	85
Waterford and Central Ireland (including leased and worked lines, for names of which see p. 64.)	25	198	383	606
Waterford and Tramore	571	—	38	609
Waterford, Limerick, and Western (including leased and worked lines, for names of which see p. 64.)	123	1,271	402	2,796
TOTAL	£ 22,152	£ 36,224	£ 8,621	£ 66,997
LIGHT RAILWAYS				
Beaumont and Newry Tramway	—	—	90	90
Cavan and Leitrim, Limited	3	—	28	31
Clogher Valley Railway	—	—	11	11
Cork and Muskerry Light, Limited	53	—	193	246
Donoughmore Extension	—	—	21	21
Schull and Skibbereen Tramway and Light Railway	—	—	—	—
South Clare	17	—	30	47
Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction	1	—	—	1
Tellico and Dingle	12	—	4	16
West Clare	18	—	51	69
TOTAL IRELAND	£ 22,256	£ 36,224	£ 8,980	£ 67,460

Note.—The following Company has given the number of equivalent period tickets of each class, as well as the receipts therefrom.

NAME OF COMPANY.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.
Waterford and Central Ireland	No. 3	No. 32	No. 47	No. 82